NEW YORK

The city that belongs to the world

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THE CITY THAT BELONGS TO THE WORLD

1664

Department of
COMMERCE AND PUBLIC EVENTS
the City of New York
ROBERT F. WAGNER, MAYOR

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INDEBTED ARE WE TO THE MANY PERSONS *who have provided us with accurate information on the facts contained in this book.*

Especial thanks are directed to Miss Sarah Katherine Thomson, late of the Municipal Reference Library, now of Barnard College Library, and to Mrs. Norton Belth of the Municipal Reference Library, for their aid and time given in checking many items on New York's early times.

Mrs. Eleanor C. Gilbert, Associate Curator of the Home Insurance Company's fascinating Harold V. Smith Fire Fighting Museum, has been most kind, for much of New York's early history is inseparably wrapped with the events and life of the old Volunteer Fire Department.

The public relations directors and offices of many industrial firms in New York City have been helpful in authenticating dates and data with which their firms have been concerned.

Miss Grace Mayer, Curator of Prints, Museum of the City of New York; Mr. Kenneth M. Newman of The Old Print Shop, and others, have been very cooperative in the selection of illustrations for this book. Finally, we feel honored that Miss Susan Lyman of the Museum of the City of New York gladly took time from her busy schedule to read our manuscript to confirm its facts.

DONALD BEGGS, *Compiler*

New York City
1956

MANHATTAN ISLAND, which has always been the central core of the City of New York, was first seen by white men in 1524. In that year the Florentine explorer, Giovanni da Verrazano, and his navigator-brother Chiaro, sailed the French ship "Dauphine" into the Upper Bay and named the river San Antonio. Eighty-five years later, in 1609, the island was rediscovered by Henry Hudson, an English navigator sailing the Dutch East India Company's ship "Half Moon" in search of the fabled northwest passage to India.

Before the arrival of Europeans, what is now greater New York City was occupied by about 100 Indian stations, settlements and villages. They comprised some 29 local Indian groups, basically of Algonquin stock, although Mohawk Iroquois were the "overlords" who extracted tithes from them and made the final rulings.

The island abounded with small animals and the "waal" of 1653 was erected not only to keep out Indians and white enemies from the New England area, but also marauding wolves and bears. Whales and seals frolicked in the Upper Bay. The rivers teemed with fish of many varieties as did the numerous ponds and streams which once dotted lower and mid-Manhattan. As late as 1855 an occasional sturgeon weighing up to 500 pounds could be caught in the Hudson River, though earlier they were so plentiful as to furnish the staple diet of many New Yorkers.

Henry Hudson reported on the sweet odor of grapes that assailed the "Half Moon" as it sailed past Manhattan island on the way to Albany. Tremendous oaks, poplars, hickorys and other hardwood trees grew in forest profusion almost to the rocky tip of the island. No wonder he wrote "we have raised a very good land to fall in with and a pleasant sight to see."

Maps with strange outlines for the "new world" were not uncommon in Europe in the 16th century. In 1600 Jodocus Hondius issued a terrestrial globe on which for the first time on a printed map was shown the Hudson River in its proper location, with a large island at its mouth.

Giovanni and Chiaro da Verrazano first discoverers of New York Harbor. These busts of them were made in the first half of the 17th Century.

Upon Hudson's arrival, the river was renamed the Mauritius River by the Dutch, honoring Prince Maurice of Orange. To the English it was generally known as the North River in distinction from the South, or Delaware River. When the Dutch Province was finally ceded to England in 1674, the river was finally named the Hudson River, though for many years it had been called both the North River and Hudson's River.

In 1613, Adrian Block landed with a group of traders from Holland. His ship, the "Tyger," burned in the harbor during his visit, and he was forced to remain on Manhattan through the winter. In the spring of 1614 he felled nearby trees and at about where Greenwich and Rector

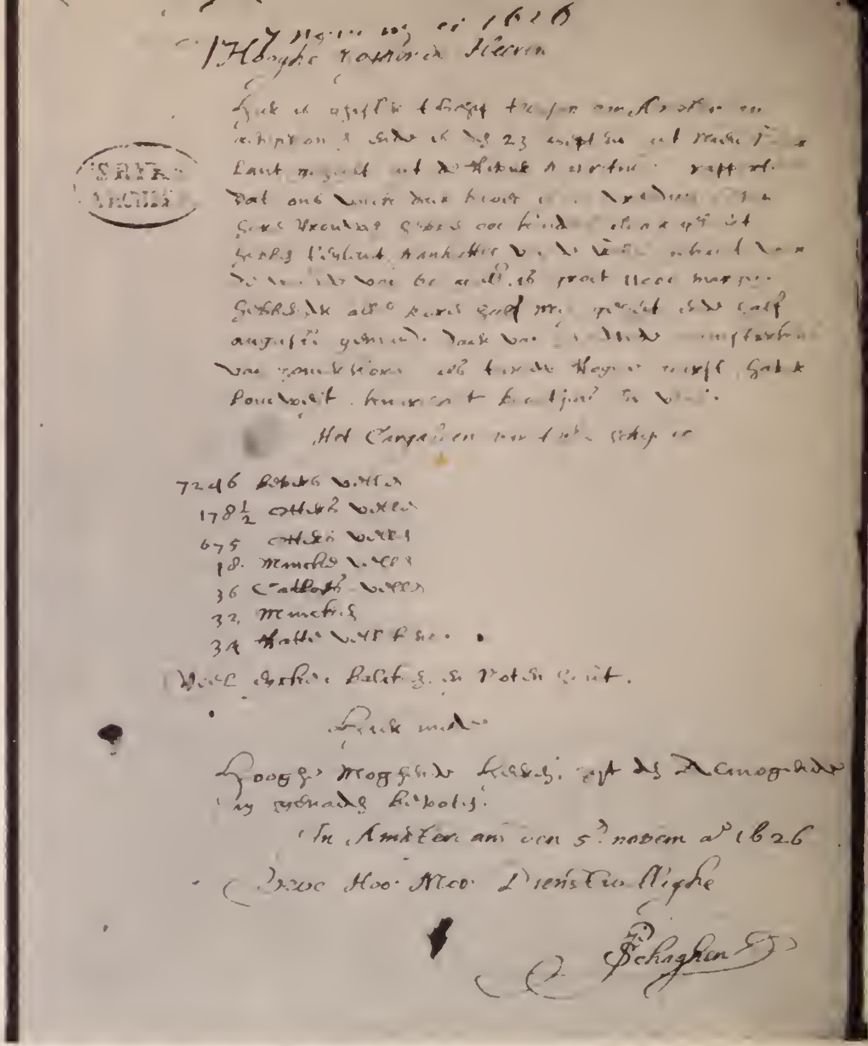
Streets now cross, built and launched the 18-ton, 44½-foot "Onrust" (Henry Hudson's "Half Moon" was 80 tons and 63-feet long).

In 1916, workmen digging a subway extension at Dey and Greenwich Streets, unearthed a portion of what is believed to be the fire-scarred hull timbers of the "Tyger" which, in 1613, was beached about there after it had burned, for Manhattan's original shoreline was much further inland than it is today. These remains of the "Tyger" are now on display at the Museum of the City of New York.

Between 1614 and 1624 trapper and trading outposts were conducted though probably the first time Europeans remained as actual residents was not until 1624 or 1625 when the earliest permanent settlement was established at about where the Produce Exchange (Two Broadway) now stands.

During 1626, Peter Minuit, the Director—General of New Netherland, as the province had by then been named, purchased the island from the Indians. The price was about $24. worth of trinkets and cloth. The town, with a population of 200, was named New Amsterdam. Between 1625 and 1626 Fort Amsterdam was laid out. Until it was demolished 165 years later in 1790, it occupied the site where the Custom House now stands.

In 1628 the first church was built—"the church in the fort," it was called for it was built within Fort Amsterdam. The church body, the Dutch Reformed Church, still exists as the Collegiate Church. Five years later, in 1633, the church fathers opened a school with Adam Roelantsen as schoolmaster. Today it is America's oldest continuously



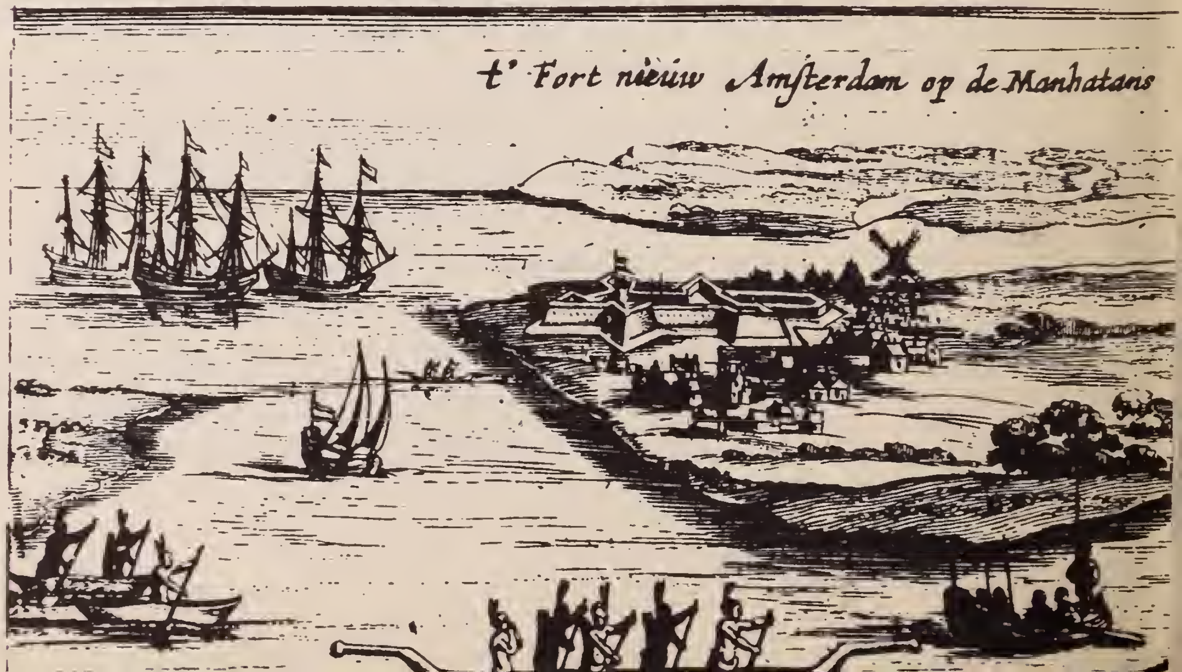
"The Schaghen letter," dated November, 1626, recorded the purchase of Manhattan Island "from the wild men." Pieter Jansen Schaghen was a Deputy of the Dutch States General—Holland's Parliament. The original letter is now in the Dutch Government Archives, The Hague.

attended school—the Collegiate School on West 77th Street.

A ferry service between New Amsterdam and Longe Eyelandt (to where Breuckelen would be founded in 1645) was established in 1638 . . . and continued for 304 years until 1942 when the last Brooklyn ferry ceased operation. Ferry service across the Hudson was not begun until 1764.

Records indicate 18 languages were spoken in New York by 1642. In that year, at 73 Pearl Street, the first public meeting place or tavern, was built. A wall plaque on a loft

The tip of Manhattan, showing the little settlement of New Amsterdam at about the time Peter Minuit bought it from the Indians. The Hudson River and New Jersey are in the background.


t' Fort nieüw Amſterdam op de Manhatans

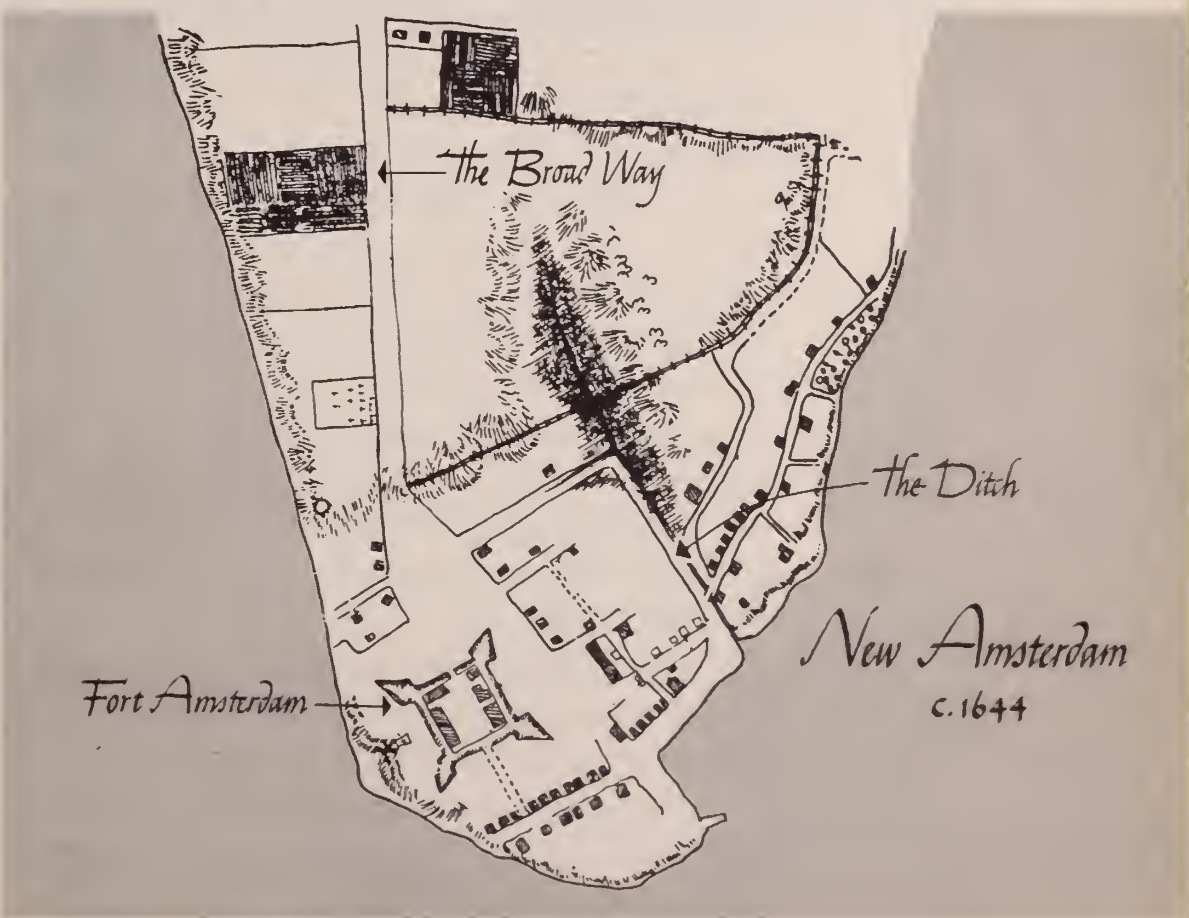
building at the upper end of Coentie's Slip today marks the site of the original building which was then along the water's edge.

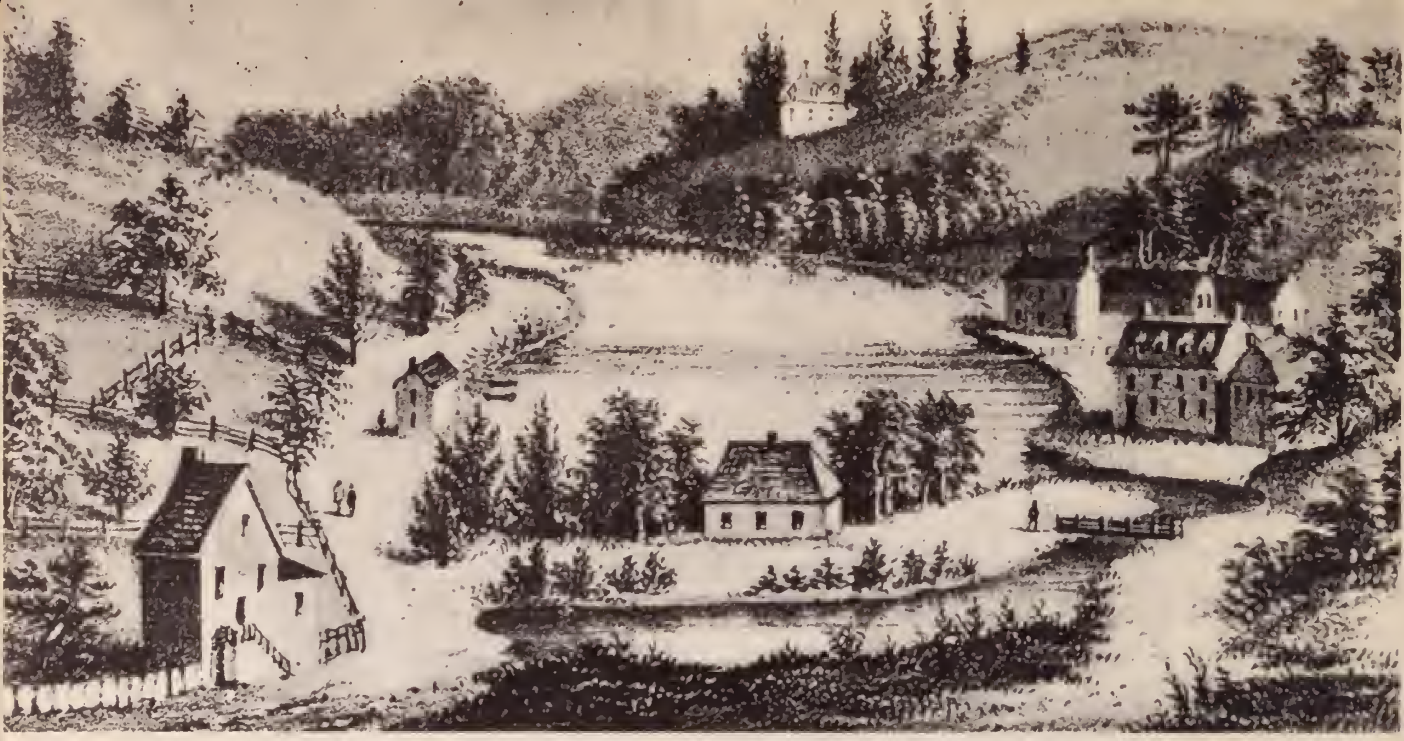
A small open wharf was built into the East River in 1648—the modest beginning of today's vast assortment of 1,087 deep and shallow draft piers, wharves and bulkheads.

In June of that same year, Governor Peter Stuyvesant appointed four fire wardens to "inspect the chimneys (which were wooden; roofs of thatch) between the Fort and the Fresh Water Pond." The fresh water pond, or Collect Pond (from the Dutch "Der Kolek," meaning rippling water), was the largest body of natural fresh water on Manhattan.

Collect Pond covered an area below Canal Street to Worth Street on Centre and Baxter Streets, and drained into both the East and Hudson Rivers. Reaching a depth of 60 feet, the Collect was fed by two immense springs that provided clear, cool water abounding with fish. It was a favorite recreation spot for early New Yorkers.

In 1796 a proposal was seriously considered by the City Fathers to dredge the Collect's main outlet—a stream which ran along what is now Canal Street and emptied into the Hudson River—and use the Collect as the Port of New York!





New York City just below Canal Street, 1800. In the foreground is the famous Collect Pond, just about what is now Foley Square. Surrounded by hills which have been leveled in the path of progress, the area was then a favorite place for rustication.

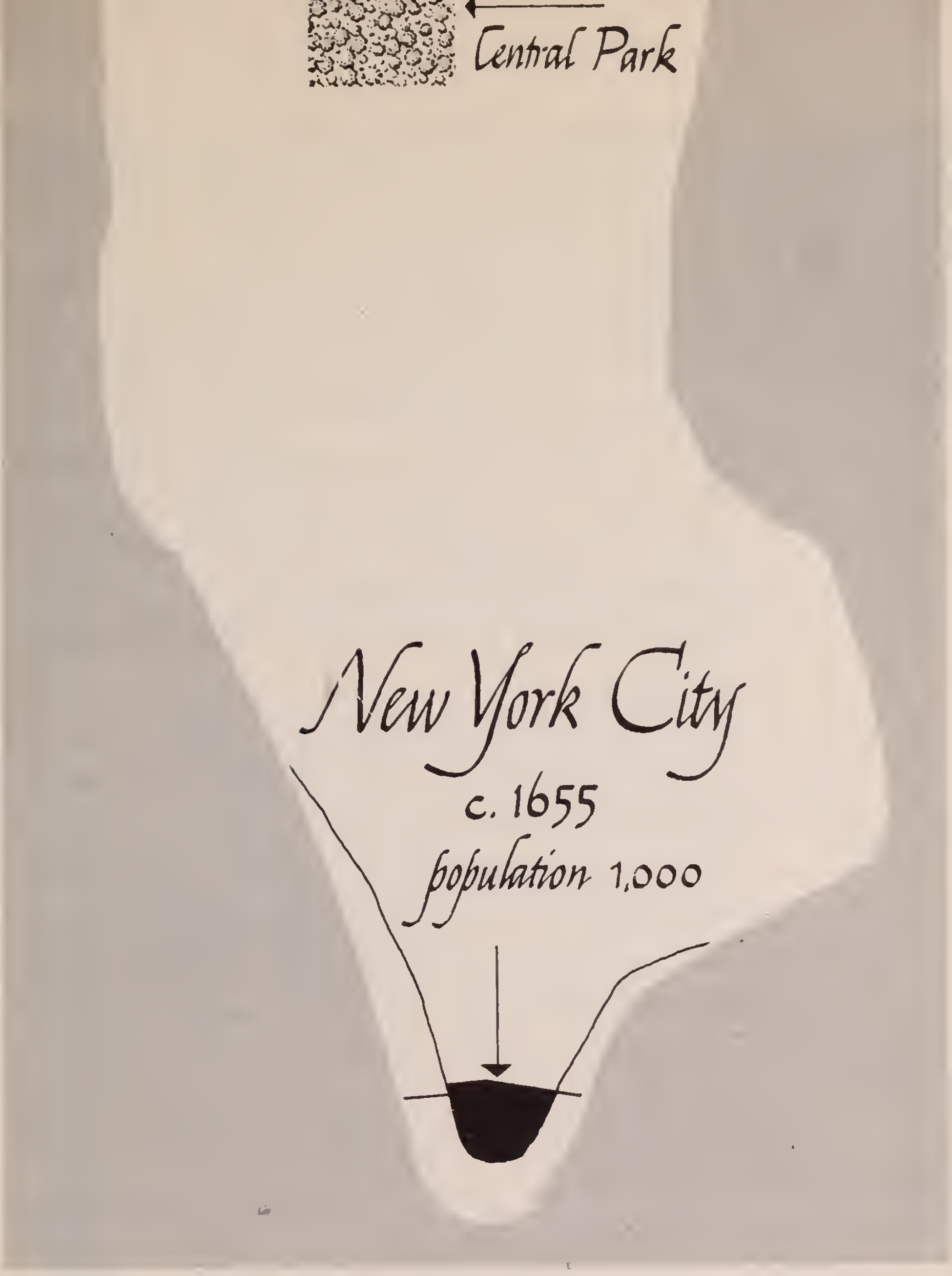
However, the City grew so rapidly that by 1815 the Collect had been filled in and houses built over it.

Today, deep under the Criminal Courts Building and the New York State Building, both on Centre Street, the two main springs that fed the Collect Pond still pour forth their crystal clear water—at a cool 45-degrees. Continuously operating pumps carry the water off to the sewers. During the water shortages of 1950-51, a nearby garage sunk its own well for a steady supply of spring water for washing cars.

The first city ordinance against fast driving was passed in 1652: No standing in or sitting to drive carts, wagons or sleds on the town's dirt streets; drivers had to walk beside their vehicle. Penalty for breaking this ordinance was a fine of £2 (Flemish).

Manhattan was incorporated in 1652 by an Act of States General of the Dutch Republic, and the Charter delivered to the colonists in February, 1653. 1653 also marked the erection of a protective "waal" built along what is today Wall Street.

... THUS, within its first thirty years—1625 to 1655—New Amsterdam became a compact and growing settlement of about 1,000 persons. They lived in homes that were in the area between Fort Amsterdam and the "waal"—each with its own yard and vegetable patch. A large field used for grazing was in the northeast section of the walled town.



BY 1659 THE FIRST STREET PAVING had been done on Brouwers Straet between Broad and Whitehall. The cobbles caused it to be nicknamed "the stony street"—today's Stone Street.

Early in 1658 surgeon J. H. Varrevanger petitioned the Provincial Council to establish a hospital "to care for sick soldiers and negroes employed by the West India Company." As a result, in December of that year our earliest hospital was established—probably also the world's first company hospital or dispensary.

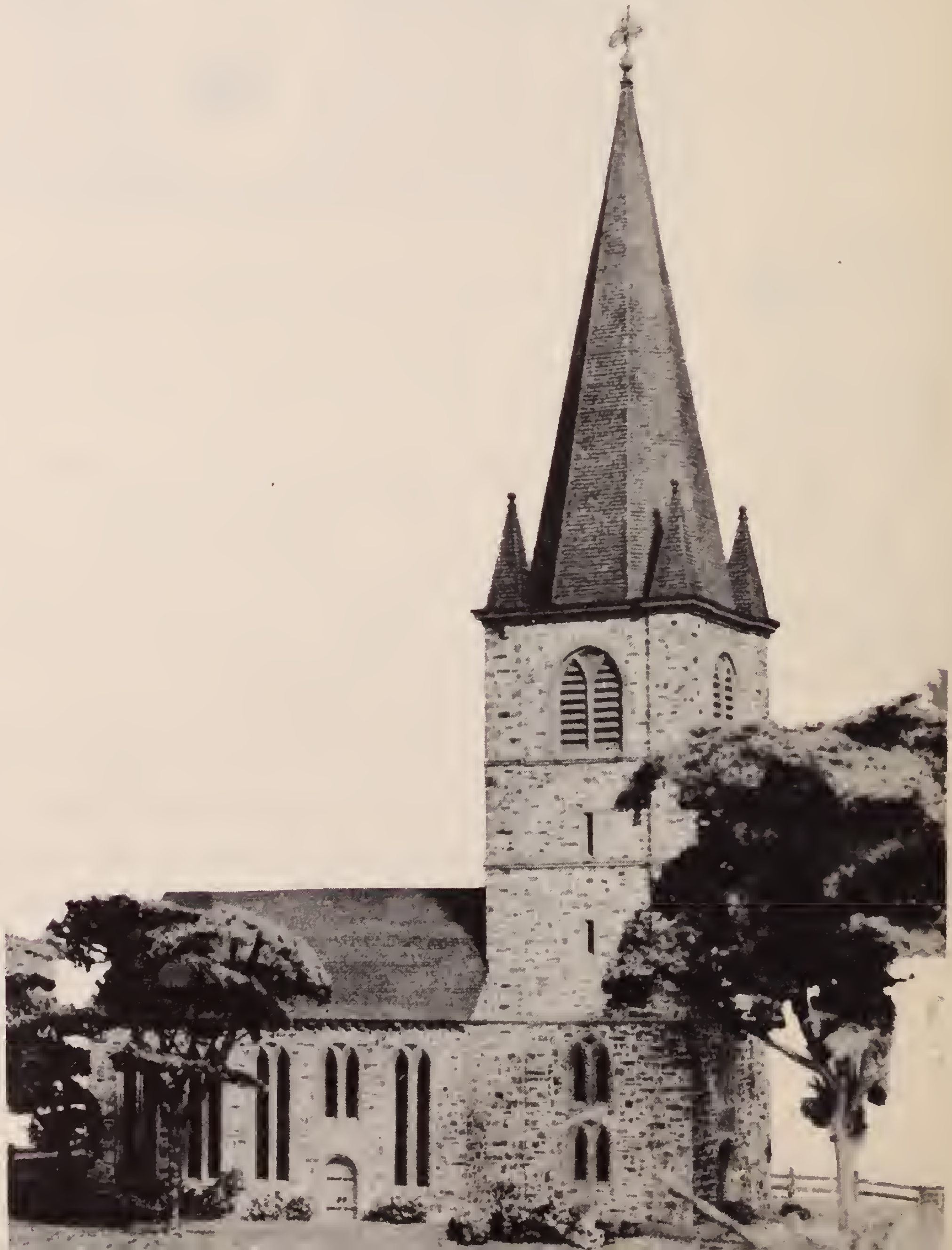
In June of 1660 a general post office was established, though it was privately owned and operated. Twelve years later, in 1672, the first overland mail service was begun—between New York and Boston. In the almost 300 years that have elapsed since 1660, use of the mails has increased here to the extent that during 1955 over 10% of the nation's postal traffic was handled by the New York City post offices . . . over 33,000,000 pieces of mail and parcel post daily.

Receipts of over $225,000,000. were collected by local post offices during 1955, while money orders issued by Manhattan post offices alone amounted to more than $260,000,000.

Peter Delanoy assumed office on October 14, 1689, the first Mayor to be elected by the people. Popular elections, however, did not become permanent until 1834.

In 1693 the first bridge was built from Manhattan across the Harlem River to the mainland at the north. The British built the first Battery just west of old Fort Amsterdam that year, and William Bradford set up the first printing press here. Bradford, who is buried in Trinity's churchyard, published the city's first newspaper in 1727—The New York Gazette.

The first Trinity Church building was begun in 1696 and completed in 1698—with the help of many leading citizens, including a famous privateer, Captain William Kidd, who lived on Hanover Square. He loaned the builders a block and tackle for hoisting the wall stones into place. The third and present edifice, all on the same site, was designed by Richard Upjohn, who was responsible for the 19th cen-



Two previous Trinity Church buildings stood where today's famous edifice looks down Wall Street. This accurate model shows the original Trinity Church which was built in 1696. It burned in a fire in 1776.

tury gothic revival in America. Completed in 1846, Trinity's famous spire was the tallest structure in New York for 52 years.

Exercising his kingly rights, in 1664 Charles of England issued an order for the seizure of all Dutch-controlled land in America. This included what is now New York, New Jersey and part of Connecticut. He granted this territory to his brother James, Duke of York . . . and then notified the Dutch Government of his action. The English captured New Amsterdam in September that year, named it New York after the Duke, and the next year appointed Thomas Willett of Plymouth, England, as the first English Mayor of New York.

Descriptions of New York City date back as far as 1670 when Daniel Denton, who had lived here for a while, published in London "A Brief Description of New York, Formerly Called New Netherlands."

In August, 1673, the City was recaptured by the Dutch. They then named it New Orange, after the Prince of Orange. Johannes de Peyster was made Burgomaster. Six months later, however, Dutch rule finally ended as England took over again. The City and Province were renamed New York and William Darvall was appointed Mayor.

In front of Fort Amsterdam, on the Herre Wegh (Broad Way), there was an open area called "the square" or "The Parade," later to become Bowling Green. About 1677 a public well was dug in the area—the beginning of our public water system. In 1683 the City was divided into (six) wards, each with one Alderman.

The first Charter under English rule was drawn up in 1686 by Colonel Thomas Dongan, the Governor of the Province whom the Duke of York had appointed. Dongan was a very advanced administrator for his time. He provided for trial by jury, immunity from martial law, freedom from arbitrary arrest, and was the father of our General Assembly, in which the people had a voice.

Even then New York City was a melting pot. As early as 1690 a dozen nationalities lived here in peace. Though the Episcopal Church was the official Church of England and thus of the Colony, Dongan, a Roman Catholic, once reported on the freedom of religion that prevailed and of the numerous sects having their own ministers and places of worship. In many cases several faiths used the same chapel at different hours.

During 1699, the last year of the 17th century, the "waal" was torn down for New York City had grown past it.

In 1700 a new City Hall was completed at Broad and Wall Streets.

The oldest Jewish congregation in America was founded in New York in 1655. In 1729 it erected its first synagogue —Shearith Israel. This orthodox congregation, generally known as the Spanish and Portuguese Synagogue, is still in existence in a more recently-built temple at 70th Street and Central Park West.

In 1733 Frederick Philipse, John Chambers and John Roosevelt leased "The Parade" in front of Fort Amsterdam for use as "a bowling green and park with trees and walks therein for the beauty and ornament of said street . . .", making Bowling Green our oldest existing park. Rent was fixed at one peppercorn yearly. Today the Park is assessed at $1,350,000.

Freedom of the press was affirmed for New York—and for the nation—in 1735, when John Peter Zenger, editor of the "New York Weekly Journal" was acquitted of libel after having dared to criticize the British Governor's conduct in office.

New York City's oldest existing hospital opened in 1736, when the City built a workhouse and almshouse in which one room was specifically set aside as an infirmary. It had six beds and the doctor in charge received £100 a year (a wage equal to about $560. today) . . . but had to furnish his own medicants and instruments. Later, upon moving uptown, the hospital took the name Bellevue which today has 2,766 beds . . . one of the City's largest hospitals.

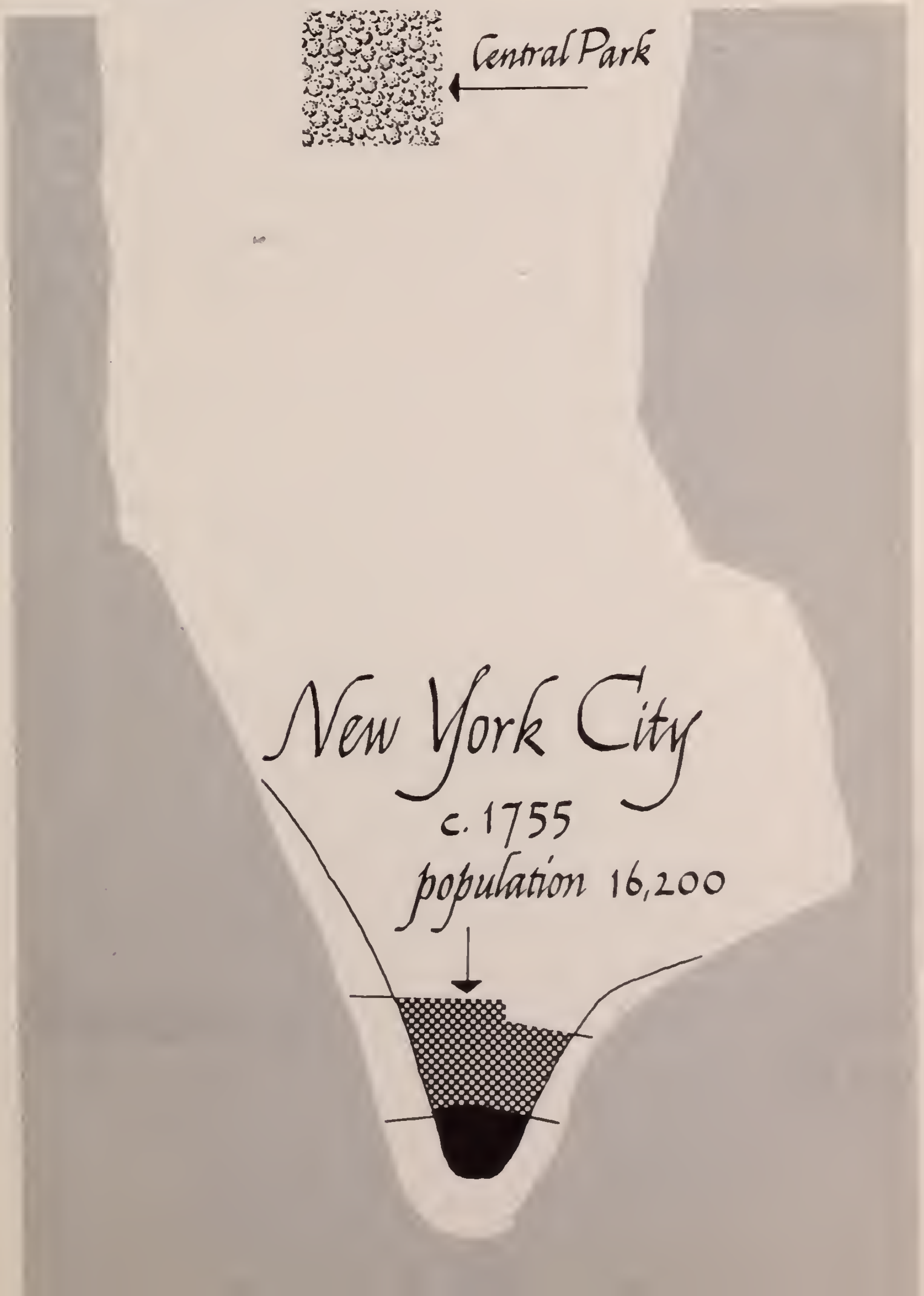
The General Assembly of the Colony passed an Act in December, 1737, establishing a Volunteer Fire Department which was to serve New York City for 128 years until a paid Fire Department was organized. Membership in one of the many volunteer fire companies was considered a great honor. Rolls of the early companies are filled with some of the oldest and most prominent family names in New York City.

The oldest real estate firm in America was established in New York in 1748. Still operated by descendants of the founder, Cruikshank & Co. is today located on Wall Street not far from its first site.

Two laudable institutions came into existence in 1754 —the first city library—The New York Society Library, now at 53 East 79th Street—and Kings College, which became Columbia College in 1784 and Columbia University in 1896. 1754 also marked the beginning of America's oldest paint manufacturer, Devoe & Raynolds Co., who began compounding paints in a small shop on Fulton Street.

. . . THUS, during the next century—1655 to 1755—New York City had grown tremendously in every way, with a population of over 16,200.

It covered an area as far north as a pole wall which had been erected in 1745 against a feared Indian attack, and called "The Palisades"—on a line about where Chambers Street runs today. Beyond, there was a small settlement on the east side along an old Indian trail, and called the Bouwerie (Farm) Lane. Here Governor Peter Stuyvesant built a country home. He died in 1672 and is now buried in nearby St. Mark's-on-the-Bouwerie Church at Second Avenue and Tenth Street.



TAKING ONLY THREE DAYS to make the trip, in 1756 a stage route was begun between New York and Philadelphia. In 1762 the streets were first lighted at public expense, and the oldest forerunner of today's Fire Patrol was established. Members of such prominent New York families as the Bleeckers, Beekmans, dePeysters, Irvings, Roosevelts, Stuyvesants, and others were early members of the Patrol.

Though theatricals of one sort or another had been popular in New York City for many years, it was not until 1758 that the first theatre specifically built for the purpose rang up its curtain—"the theatre on Mr. Cruger's Wharff" (near Coentie' Slip).

The historic Stamp Act Congress was held in New York during October of 1765, from which came the Declaration of Rights and a protest sent to the Crown in England against "taxation without representation."

In 1766 St. Paul's Chapel at Broadway and Fulton Streets was built. This Georgian edifice, designed by the Scottish architect Thomas McBean, and built of native stone, is the oldest remaining public structure on Manhattan island.

In 1768 the first Chamber of Commerce in the world was founded in the long room of the original Fraunces Tavern. Now the Chamber of Commerce of the State of New York, it was chartered by King George III of England in 1770. Incidentally, Fraunces Tavern, which today houses a colonial museum and a restaurant, was not then known by that name but by its correct name, the Queen Charlotte Tavern—by the sign of the "Queen's Head." Samuel Fraunces, a prominent tavern-keeper, owned the tavern between 1762 and 1785 when he sold it and retired.

What is often ranked as the first conflict of the American Revolution took place early in 1770 near John and William Streets after English soldiers destroyed the Liberty Pole which had been set up by the "Americans" at what is now the southern tip of City Hall Park.

Conferring of the first M.D. degree in the colonies took place in this city in 1770. Kings College bestowed it upon Robert Tucker and Samuel Kissam.

On July 9, 1776, in the presence of General Washington, the Declaration of Independence was read to the American troops quartered at the edge of town—near the site of the present City Hall. In September of that year, the English captured the City and it was not until the end of 1783 that it again came under American control.

In 1777, while still occupied by the British, the City received its Charter under the new United States Government. Confirmed by the First Constitution of the State, added provisions and much larger powers for the fast-growing City of New York were part of the Charter.

In November of 1783 following the British evacuation of the City, the first United States government post office was opened here, and a waterworks to supply the City was begun. Sturdy tree trunks bored lengthwise to make wood pipes were conduits for the water.

The final step in the establishment of the first American city government was completed early in 1784 when Governor George Clinton (uncle of Erie Canal builder, statesman and Mayor, DeWitt Clinton) appointed James Duane the Mayor of the City under the new American government rule. In June of 1784 Alexander Hamilton founded New York's oldest bank, The Bank of New York . . . still operating as one of the City's outstanding financial institutions.

he speedy Hudson River sloop "Experiment," uilt for river commerce between New York City and Albany, sailed for the orient in 1785 with crew of 15 and a cargo of ginseng, much valued by the Chinese as a medicine. This model s at the Museum of the City of New York.

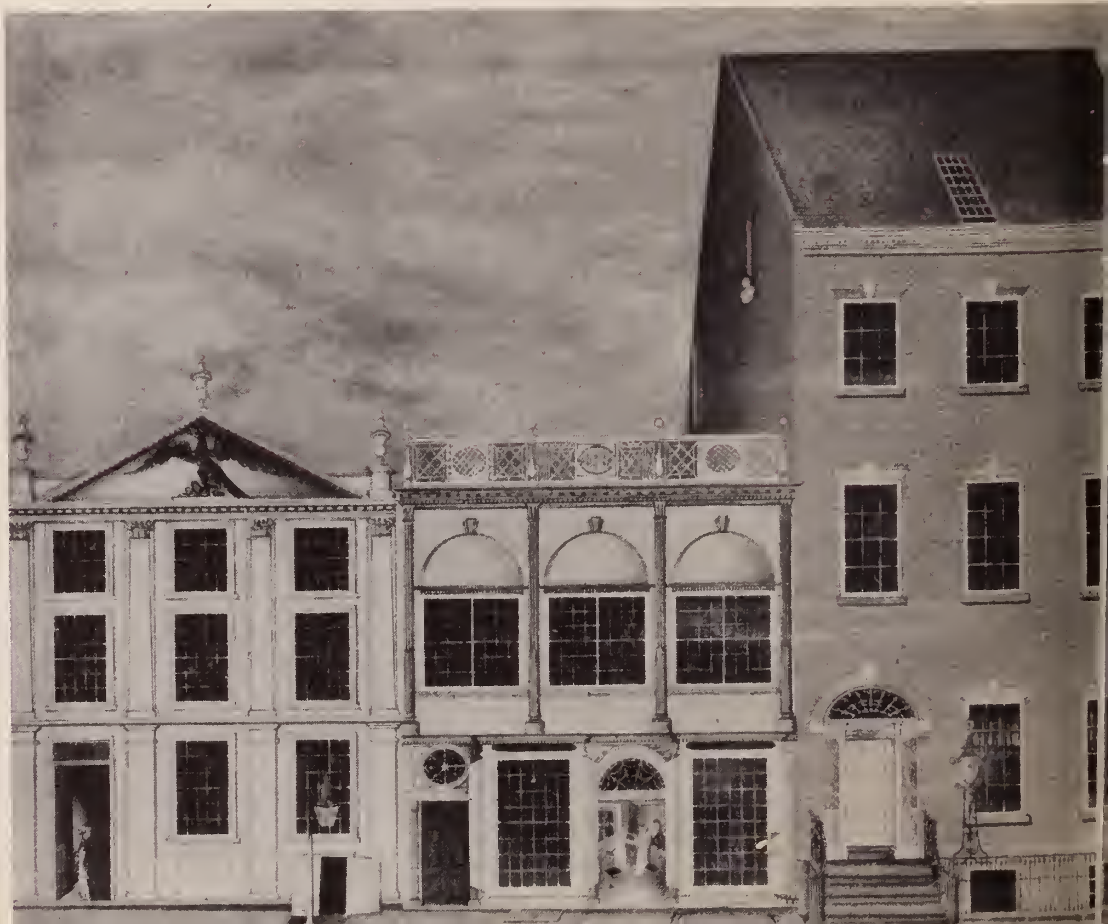
Commerce with the far east began in February, 1784. One of the first ships to enter the profitable orient trade was the trim Hudson River sloop "Experiment." A single fore and aft masted vessel only 60 feet long (today's average harbor tug is nearly 100 ft.), she sailed out of New York harbor in December of 1785, China bound with a crew of 15. Only 4½ months later she arrived there to load a cargo of silks and tea for the return voyage to New York.

City Hall became Federal Hall in 1788, and on its balcony on April 30, 1789, George Washington took the oath of office as the first President of the United States. Immediately after these ceremonies, the President and all officials went to St. Paul's Chapel for a "service of thanksgiving." The pew he used there can still be seen in the Chapel.

New York City was the capital of the new nation from 1785 to 1790, and the capital of the State of New York until 1797.

The nation's first printing type foundry was established here in December, 1789. Next year from Albany came a 22-year-old cabinetmaker who set up shop first on Broad Street, then on Fulton Street where his fine designs and craftsmanship won him immortality—Duncan Phyfe.

The government's oldest marine service was established here in August, 1790. Secretary of the Treasury, Alexander Hamilton, was authorized by Congress to develop a ten-ship anti-smuggling fleet for less than $10,000. Originally called the Revenue-Marine Service, it is now the United States Coast Guard.



In the center, meticulous as his product, is the workshop of Duncan Phyfe. Through the open door can be seen this famed cabinetmaker and furniture designer showing his chairs to two lady customers. Buildings at right and left are also architecturally notable. Date: about 1808.

City Hall in 1826. Long considered one of the most beautiful buildings in the United States, it has a dignity and elegance surpassed by few structures in our land.

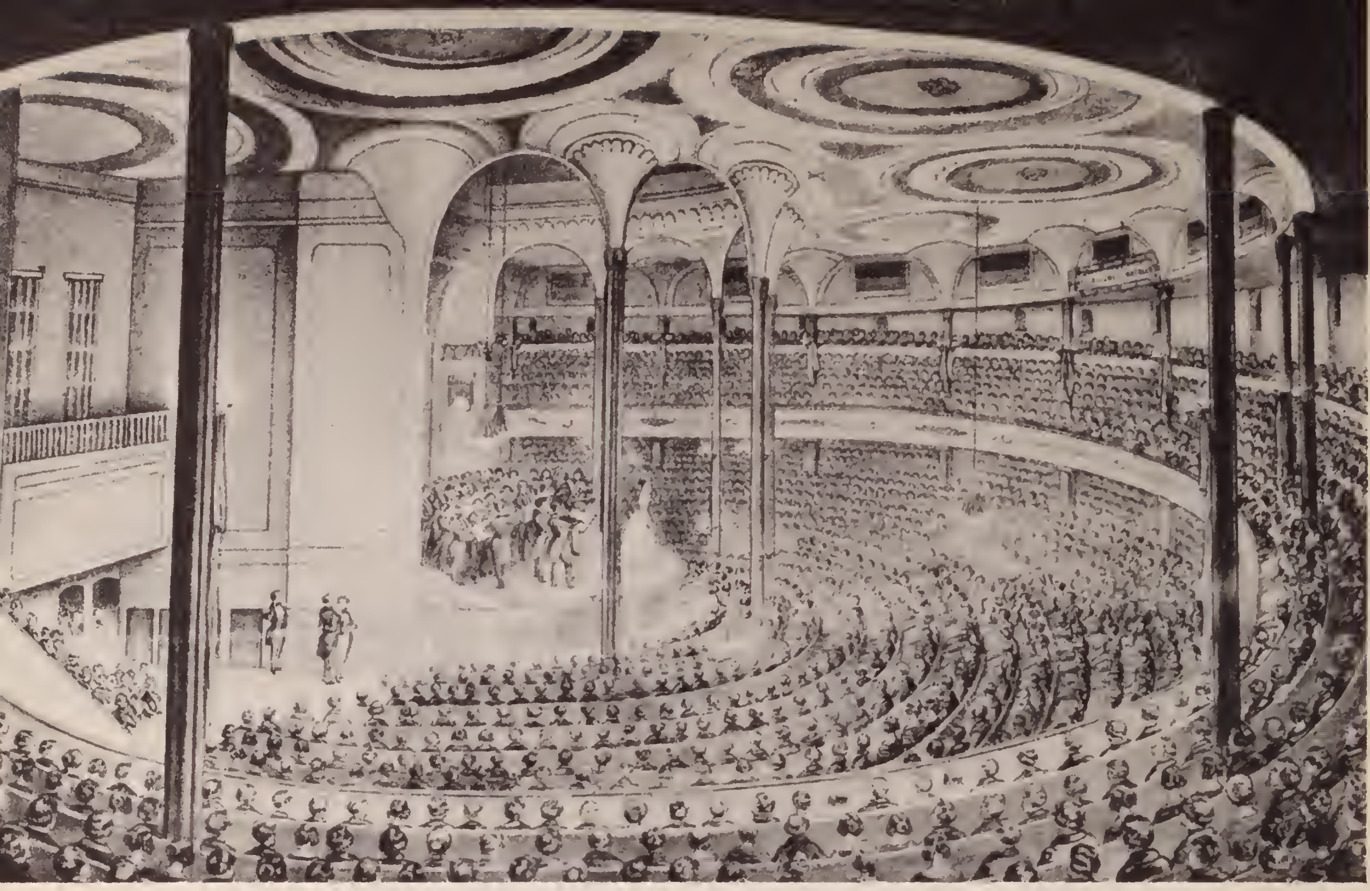
In the shade of a buttonwood tree that stood at 68 Wall Street, in 1792 a group of 24 brokers organized what is now known as the New York Stock Exchange.

A handful of curious onlookers at the Collect Pond witnessed several experiments made during 1796 by John Fitch with his newly-invented steam paddle boat. Suspenders were invented here in 1799 by shipping merchant Orange Webb, in an effort to pay off losses incurred from a ship of his that was lost at sea. They quickly became very popular and those with loud colors were the rage with firemen and dandies.

In 1801 the New York Evening Post began publication—our oldest continuously published newspaper. In 1804 the New York Historical Society, which administers our oldest museum, was founded.

Long considered the most beautiful building in America, in 1803 the cornerstone of the present City Hall was laid; in 1812 the building completed—with front and sides of marble while the back was of red sandstone. According to one account, there was no need to spend money for expensive marble in back "because the city was not going to grow that way."

Robert Fulton's steamboat, the "Clermont," left a Hudson River pier at Cortlandt Street on her maiden voyage to Albany in 1807. She had been built earlier that year in an East River shipyard where the Vladeck Houses now stand. Her uneventful 290-mile round trip at about five miles per hour was the world's first voyage of considerable length made under steam and proved its practicability for commercial and navagation uses.



The interior of Castle Garden the night Jenny Lind made her American debut—September 11, 1850.

During 1807 there was built off the lower tip of Manhattan, the Southwest Battery. In 1815 it was renamed Castle Clinton after Mayor DeWitt Clinton. This fort, with its 8-foot thick walls, never saw war service, and in 1824 it became Castle Garden . . . with 6,000 seats it was the nation's greatest entertainment center. It was there in 1850 that the "Swedish nightingale," Jenny Lind took the city by storm with her voice and personality. Her opening concert netted her a record $12,600. She donated the entire amount to New York cultural and philanthropical societies.

Later, from 1855 to 1890, Castle Garden served as the predecessor to the now defunct Ellis Island and was the nation's principal immigration station. From 1890 to 1941 millions visited Castle Garden in its famous role as The Aquarium. The upper floors have now been removed and Castle Clinton is resuming its original shape as a fort, though only for historical purposes.

January of 1822 found both the East and Hudson Rivers completely frozen from shore to shore to below the Battery. People crossed on foot from Manhattan to Brooklyn, Governor's Island and Pauler's Hook (now Jersey City).

Later that year, when the weather was warm and balmy, the Hudson River Day Line began operation of its river boats up and down the lordly Hudson. The Day Line still furnishes a day of pleasant relaxation and magnificent scenery to over 600,000 excursionists yearly.

“ ’Twas the night before Christmas, and all through the house . . .”, begins Clement C. Moore’s delightful poem known to all. He wrote it here in 1823. His home no longer stands and the orchard which adjoined it is now occupied by General Theological Seminary (Episcopal) on Ninth Avenue between 20th and 21st Streets. Moore is buried in Trinity’s uptown cemetery at Amsterdam Avenue and 153rd Street.

In 1824 the entire City turned out to honor the aging Marquis de LaFayette for a solid week of fetes during his return visit to our land.

In this cozy farmhouse in suburban Chelsea—site near the present London Terrace Apartments on 23d Street and Ninth Avenue—Clement C. Moore, professor of Greek and Hebrew literature at Columbia College, wrote “The Night Before Christmas” in 1823.

With great ceremony, the Erie Canal was opened in the autumn of 1825. People and freight were then able to go from New York City to Buffalo within ten days. This was the great factor in opening up to domestic and foreign commerce the states west of New York for there were no highways and through railroad service was not to be available for another 25 years. In 1825 illuminating gas was first supplied to the City, and high schools were established.

In 1830 a stage line was opened between Bowling Green and Bleecker Street in suburban Greenwich (Village). The route was via Greenwich Street which then bordered the Hudson River. The trip took an hour. Two years later, the first horse-drawn streetcar railroad in the world made its initial trip between Prince and 15th Streets. By 1834 there was half-hour daily service on the Harlaem Rail Road between Prince Street and Yorkville—which was then a separate community. The fare was 12½ cents.

Hacks were introduced to New York in 1840 at the old Astor House on lower Broadway at John Street. They were immediately popular. The first auto taxicabs appeared here in 1907 although open-air electrically operated (using storage batteries) cabs were used briefly about 1898.

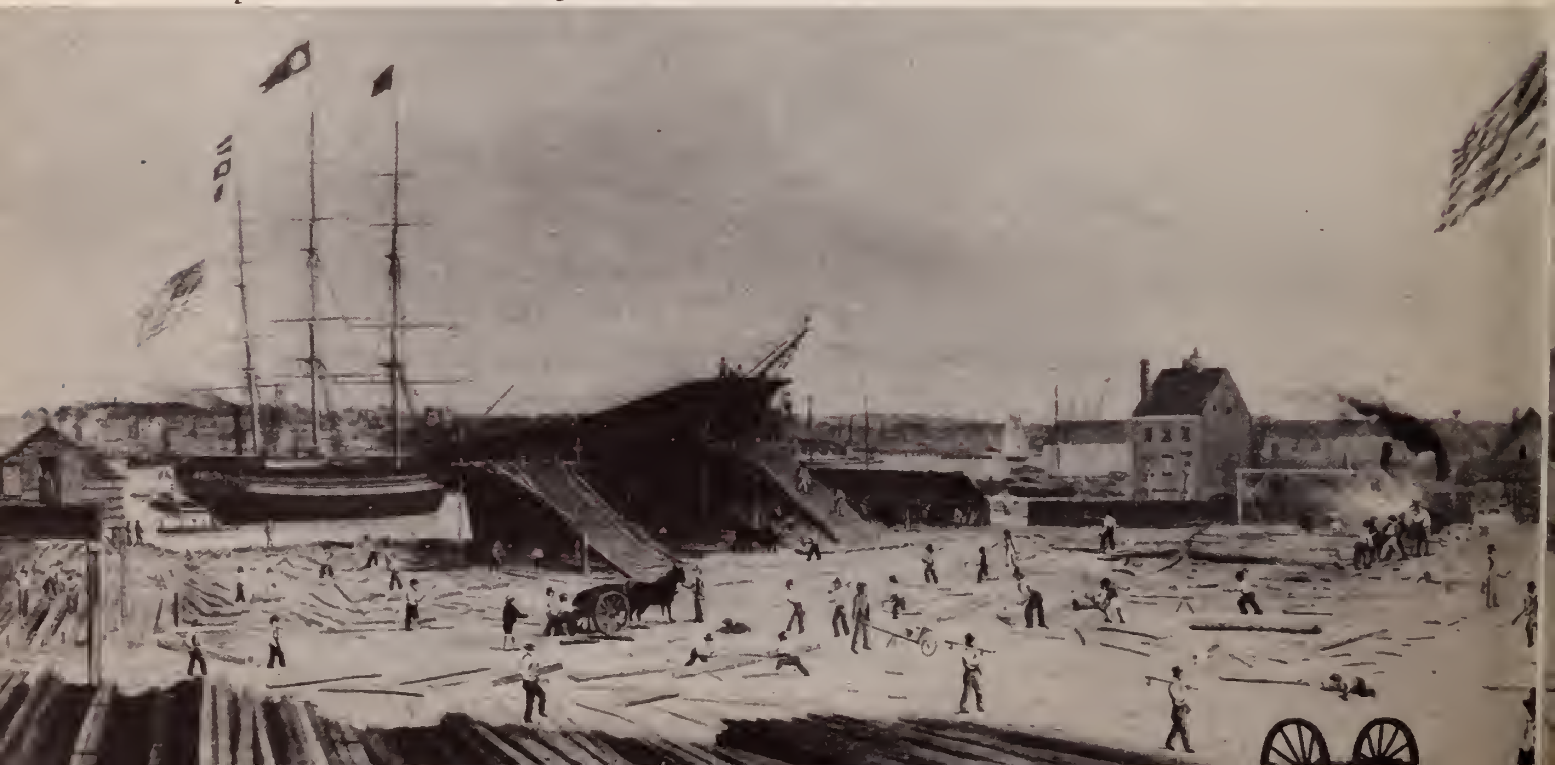
During the 19th century, New York City enjoyed an economic and commercial boom of a scope never before known to man. Its superbly located, easy access harbor, greatly aided by the successive events of the end of the War of 1812 and the opening of the Erie Canal in 1825, permitted fortunes and great businesses to be established almost overnight. The expansion of railroad service to the midwest, the introduction of the speedy clipper ship—which was first designed and built here—and the gold rush to the far west, combined to further the tempo of business and life in this fast-growing city.

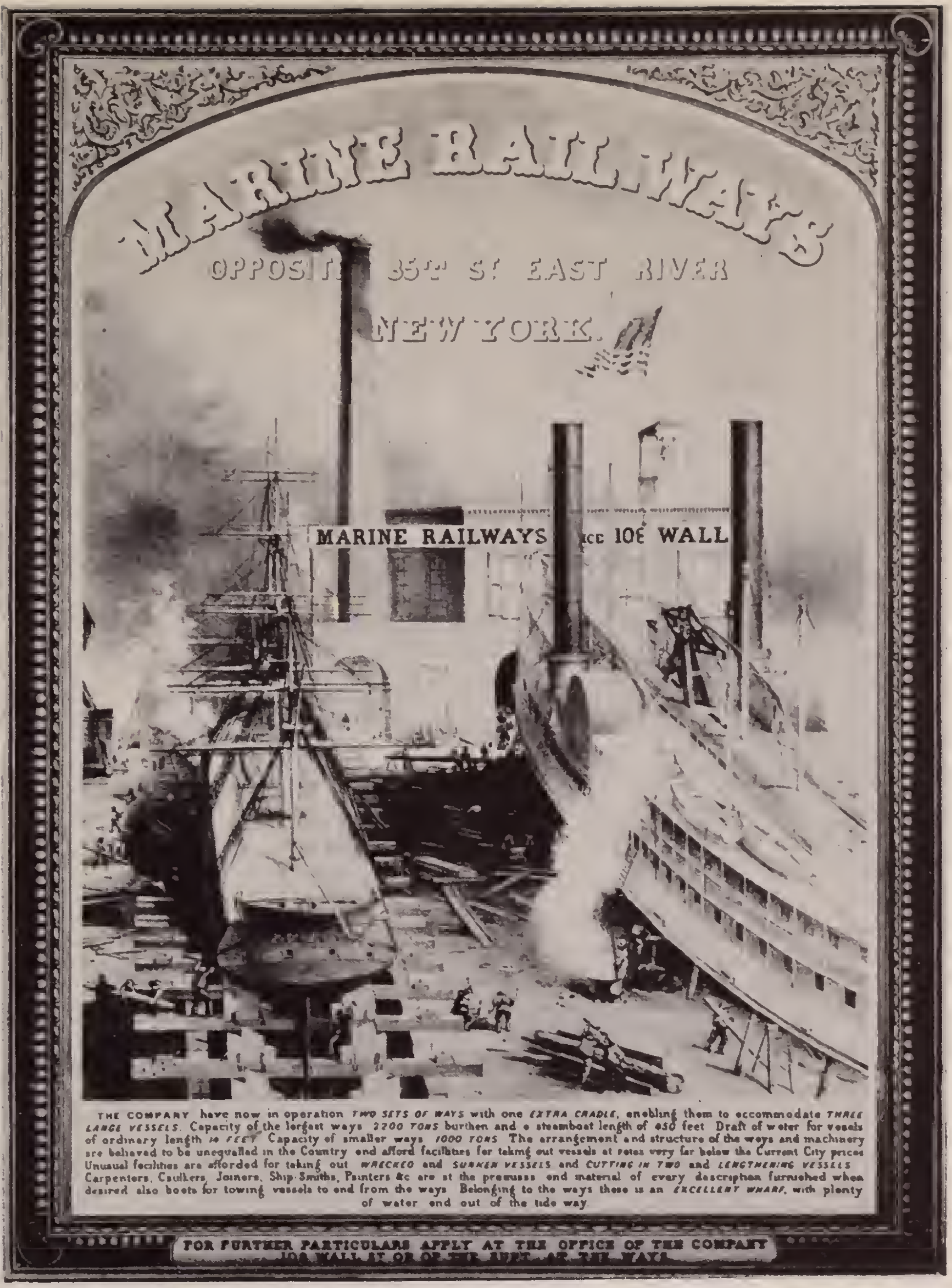
Then followed the Civil War and the tremendous surges of European migration that poured into New York City.

Many industrial developments — especially powerful steam-driven machinery such as trains and ships . . . the latter further aided first by iron then steel hulls and finally by Ericsson's screw propeller—all contributed to the rapid rise of New York City as the world's focus point. And the events of the first half of the 20th century have more strongly entrenched this leadership here.

Here shipping and commerce established as a fact that apt phrase "via the Port of New York" long before publicity men coined it as a slogan. And supplying the all-important marine needs for this insatiable growth were the New York shipyards—the nation's greatest concentration for many years.

The Smith & Dimon Shipyard, located along the East River between 4th and 5th Streets, was one of many busy shipyards in the early 19th century. This painting, made by James Pringle in 1833, shows the hand-made processes involved in building a ship. In most cases, the shipwrights went to the lumber pile, selected the wood they wanted, cut it to size and shape, carried it to the ship, and fitted it into position themselves.





MARINE RAILWAYS
OPPOSITE 35TH ST EAST RIVER
NEW YORK.

THE COMPANY have now in operation TWO SETS OF WAYS with one EXTRA CRADLE, enabling them to accommodate THREE LARGE VESSELS. Capacity of the largest ways 2200 TONS burthen and a steamboat length of 450 feet Draft of water for vessels of ordinary length 10 FEET Capacity of smaller ways 1000 TONS The arrangement and structure of the ways and machinery are believed to be unequalled in the Country and afford facilities for taking out vessels at rates very far below the Current City prices Unusual facilities are afforded for taking out WRECKED and SUNKEN VESSELS and CUTTING IN TWO and LENGTHENING VESSELS Carpenters, Caulkers, Joiners, Ship-Smiths, Painters &c are at the premises and material of every description furnished when desired also boats for towing vessels to and from the ways Belonging to the ways there is an EXCELLENT WHARF, with plenty of water and out of the tide way.

FOR FURTHER PARTICULARS APPLY AT THE OFFICE OF THE COMPANY
108 WALL ST OR OF THE SUPT. AT THE WAYS

This advertisement, about 1865, shows the progress made in shipbuilding compared with the state of the industry as shown at Smith & Dimon's yard on page 20.

It has been related that on one day during the heyday of the windjammer, a man counted over 800 sailing ships docked in New York City. Two dozen famous shipyards on the East River and Hudson River buzzed with activity for years. Hundreds of sturdy packet ships slid down the ways during the 1820's and '30's. They were followed in the '40's by the sleekest clipper ships that ever sailed the seven seas—such as the New York-built "Sea Witch," which in 1848 set an all-time record of 74 days from China 'round Cape Horn to New York.

Though no longer the leader in shipbuilding, New York City is today one of the greatest ship repair and conversion centers in the world. Facilities are here to repair 400 ships at once—200 in a dozen shipyards, and 200 more at their own piers or in midstream anchorages. Todd Shipyard's Brooklyn yard has a 36,000 ton graving dock that can hold a 730-foot long ship . . . the size of the "Cristoforo

QUEEN OF BERMUDA
LONDON

Colombo" or the "Nieuw Amsterdam." The largest of 40 drydocks in the port, only seven ocean liners are too long to fit into it. Too, the nation's largest commercial floating drydock (25,000 tons capacity) is located in Brooklyn.

In a disastrous pre-Christmas fire on December 16 and 17, 1835, over 670 buildings crammed with merchandise were destroyed in an area east of Broadway, south of Wall Street, and to the East River. This was New York's largest and most costly conflagration, with losses set at $80,000,000. by today's values. The City's 64 volunteer fire companies were powerless in the face of intense heat, collapsing buildings and a 17-degree below zero temperature. Fire companies from as far as Philadelphia came to aid.

Old Croton Aqueduct and reservoir were completed in 1842, providing New York City with its first general and adequate water supply system. The reservoir was built where the New York Public Library main building at Fifth Avenue and 42d Street now stands.

Morris Robinson, a Nova Scotian who was Cashier of the Bank of the United States, established the principles of modern life insurance on the American continent in 1843. That year he founded the Mutual Life Insurance Company of New York at 56 Wall Street on the site of Captain Kidd's Farm.

In 1844 the uniformed police force was organized. Not then called "cops," they were better known as "leatherheads"—from the heavy leather helmets they wore. The nation began using postage stamps on mail in January, 1847, when they were put on sale here. In 1848 the New York newspapers joined with the Magnetic Telegraph Company to form the AP (Associated Press) for the faster and more reliable transmission of news.

In 1848, Richard M. Hoe built in his New York City shop, the first perfected high-speed printing press, and later many of the early big rotary presses that preceded the giant newspaper presses of today. Almost every major invention and improvement in the field of high-speed presses can be directly credited to his skill and ingenuity. Born here in 1812, the business which bears his name is still a major producer of large presses for printing.

In 1851, from their new terminal on East Broadway between Chambers and Warren Streets, the New York and Hudson River Rail Road Company began rail service to Albany.

The "Queen of Bermuda," 610 feet long, gets an overhauling in Todd Shipyard's 731-foot long graving dock in Brooklyn.

THE CITY THAT BELONGS TO THE WORLD . . .

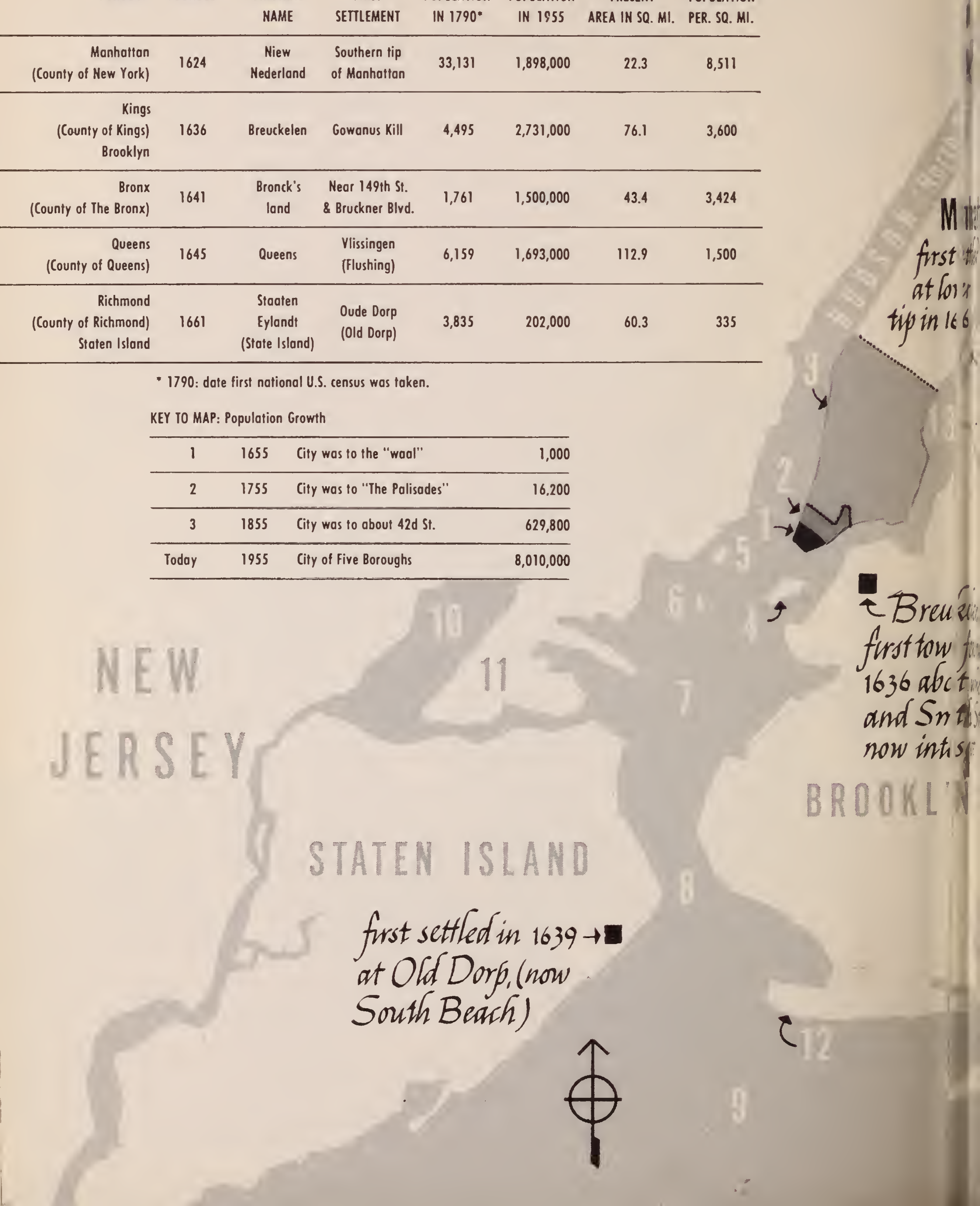
THREE CENTURIES OF EXPANSION IN NEW YORK CITY, 1655 to 1955

BOROUGH	FOUNDED	ORIGINAL NAME	FIRST SETTLEMENT	POPULATION IN 1790*	POPULATION IN 1955	PRESENT AREA IN SQ. MI.	DENSITY OF POPULATION PER. SQ. MI.
Manhattan (County of New York)	1624	Niew Nederland	Southern tip of Manhattan	33,131	1,898,000	22.3	8,511
Kings (County of Kings) Brooklyn	1636	Breuckelen	Gowanus Kill	4,495	2,731,000	76.1	3,600
Bronx (County of The Bronx)	1641	Bronck's land	Near 149th St. & Bruckner Blvd.	1,761	1,500,000	43.4	3,424
Queens (County of Queens)	1645	Queens	Vlissingen (Flushing)	6,159	1,693,000	112.9	1,500
Richmond (County of Richmond) Staten Island	1661	Staaten Eylandt (State Island)	Oude Dorp (Old Dorp)	3,835	202,000	60.3	335

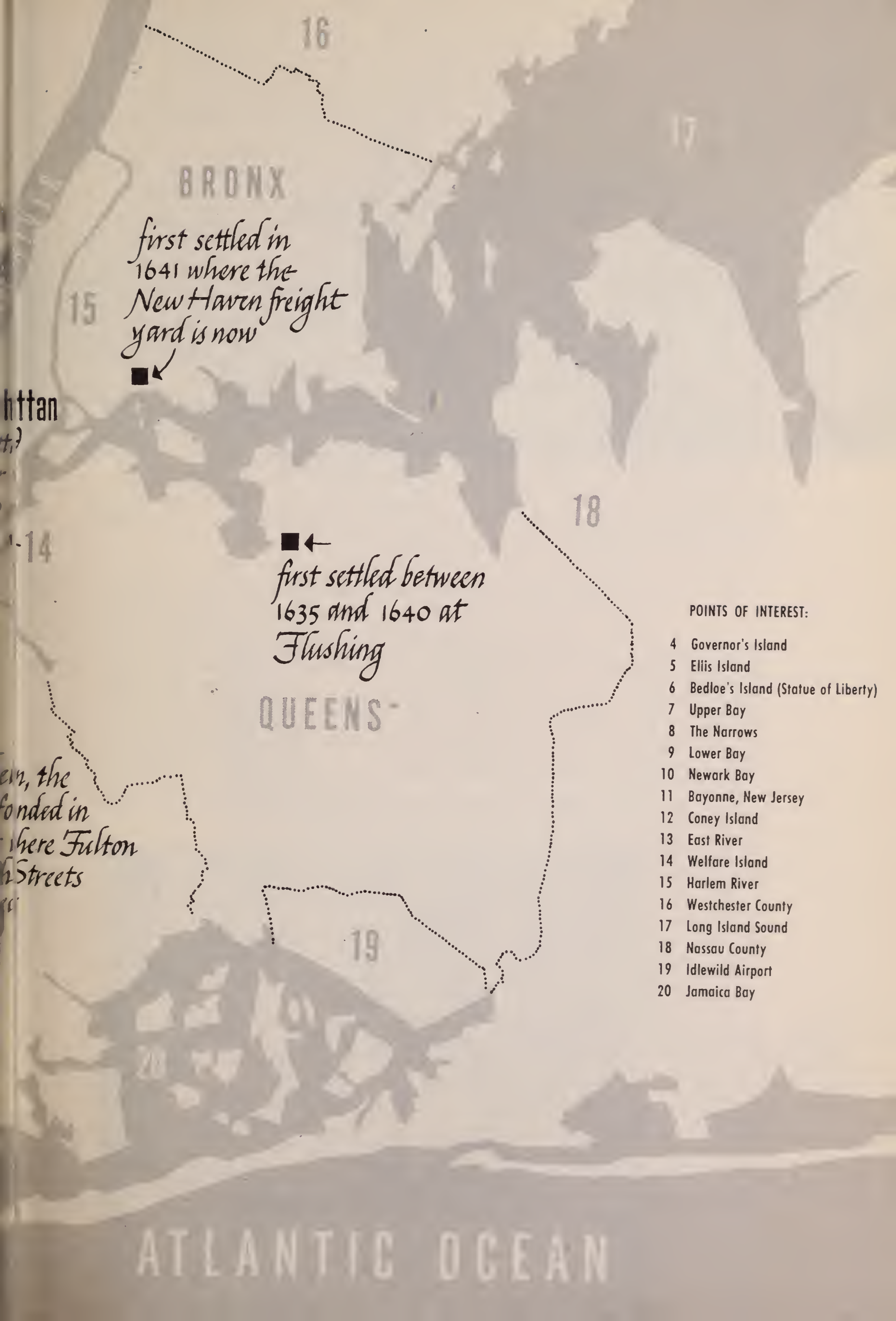
* 1790: date first national U.S. census was taken.

KEY TO MAP: Population Growth

1	1655	City was to the "waal"	1,000
2	1755	City was to "The Palisades"	16,200
3	1855	City was to about 42d St.	629,800
Today	1955	City of Five Boroughs	8,010,000



first settled in 1639 →
at Old Dorp, (now
South Beach)



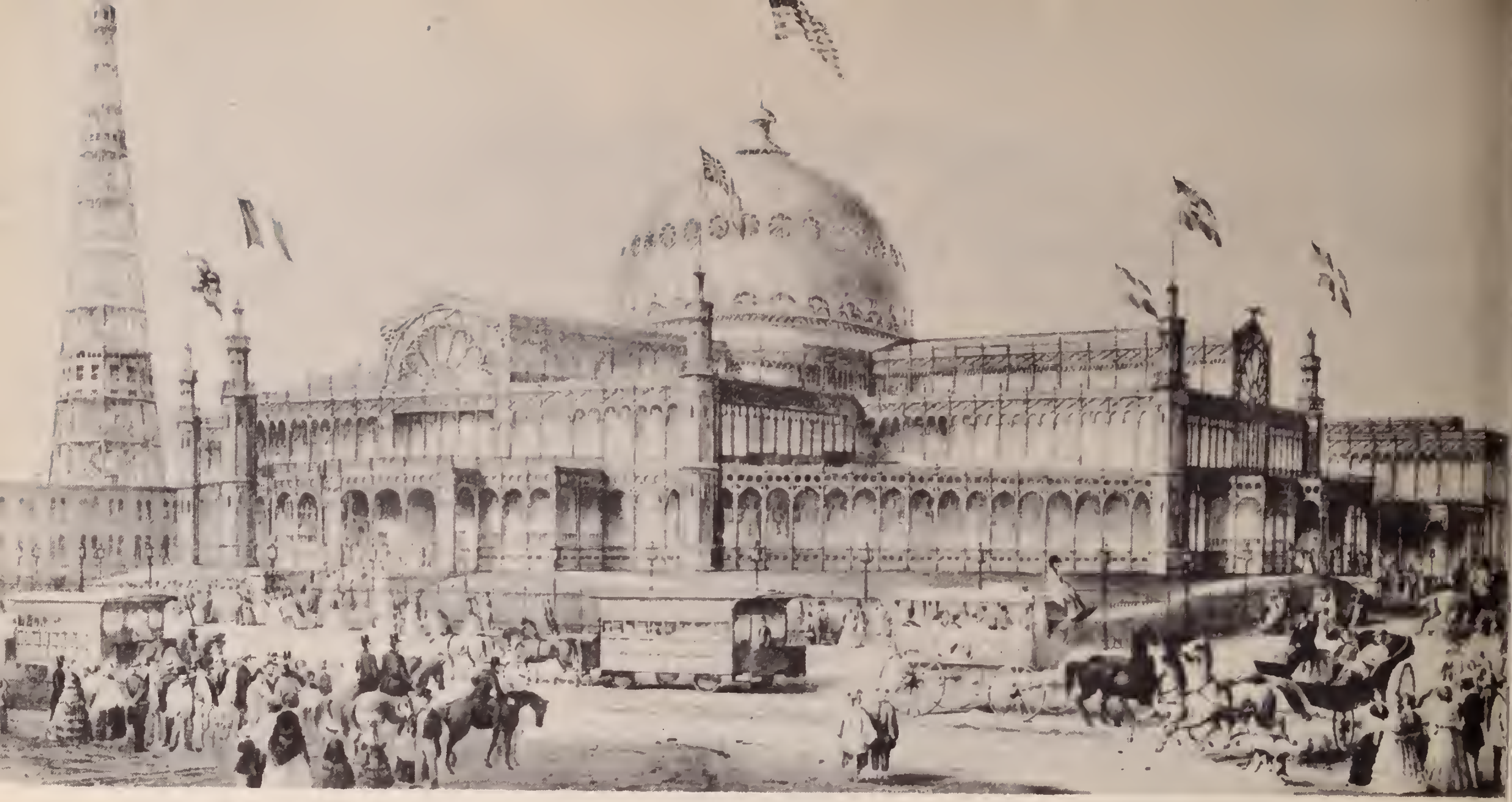
first settled in 1641 where the New Haven freight yard is now

first settled between 1635 and 1640 at Flushing

ein, the
fonded in
here Fulton
h Streets

POINTS OF INTEREST:

4	Governor's Island
5	Ellis Island
6	Bedloe's Island (Statue of Liberty)
7	Upper Bay
8	The Narrows
9	Lower Bay
10	Newark Bay
11	Bayonne, New Jersey
12	Coney Island
13	East River
14	Welfare Island
15	Harlem River
16	Westchester County
17	Long Island Sound
18	Nassau County
19	Idlewild Airport
20	Jamaica Bay



The New York Crystal Palace, 1853—the present site of Bryant Park. At the left is Latting Tower, from which one could view the city. Both met fiery ends. Behind the Palace was Croton Reservoir, facing Fifth Avenue, where the New York Public Library now stands.

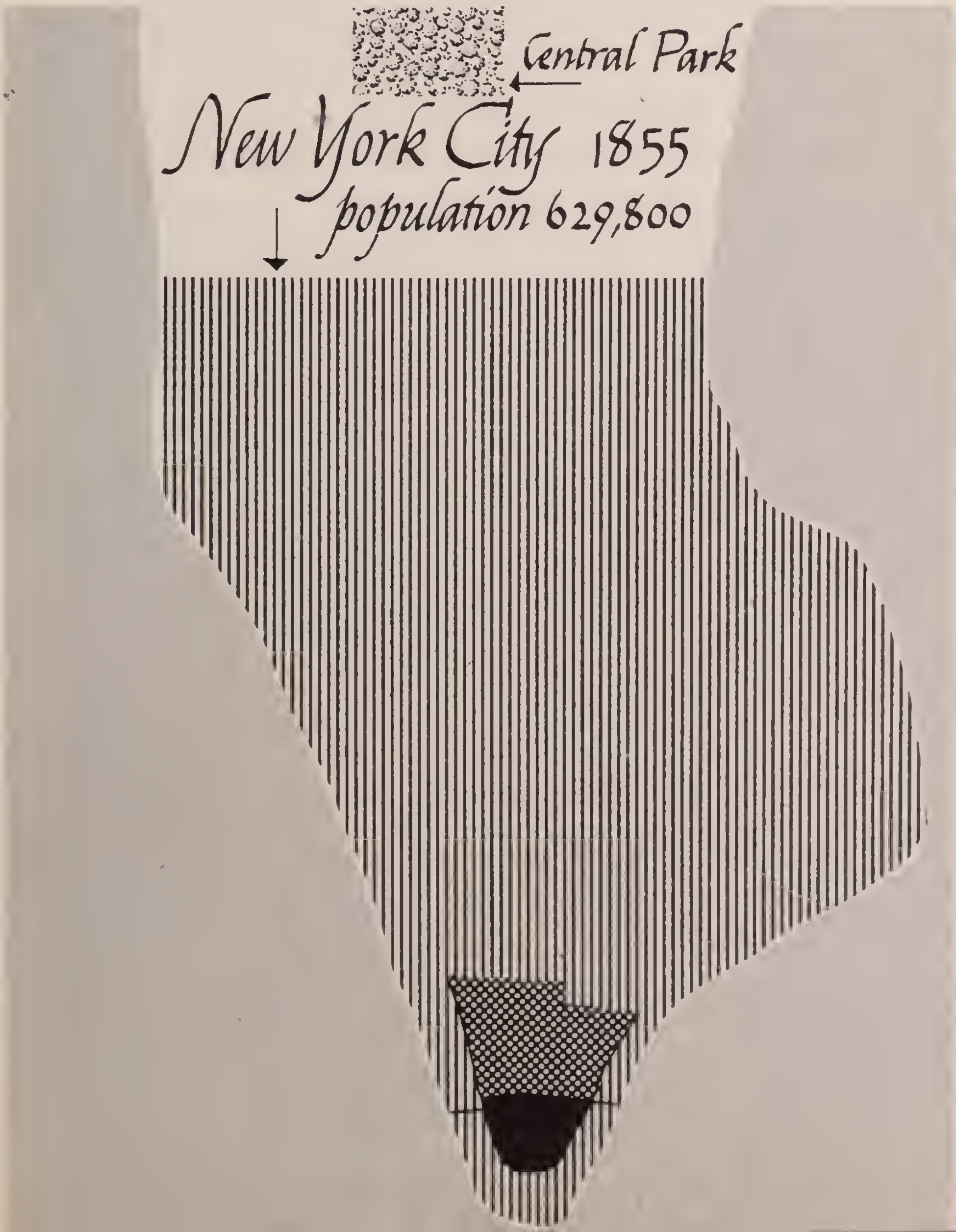
America's first World's Fair was held in New York in 1853. A huge Crystal Palace, modeled after London's, was built, occupying all the land now Bryant Park behind the Library at 42d Street. The glass and iron structure—only the floors were wood — held thousands of elaborate permanent exhibits from all over the world on its 173,200 square feet of exhibition area. Considered fireproof, nevertheless it completely burned to the ground in a mass of melted glass, twisted iron and exhibits within half an hour in 1858.

Going up at Lord & Taylor's, Broadway at 20th Street, 1872. The elevator boy operated a steam engine in the basement by pulling the rope, and the elevator responded—at a very slow speed.

Though man had used hoists or lifts for over 2,000 years, it was not until 1853 when Elisha Otis of Yonkers installed two of his new "safety hoisters" in New York City, that practical, safe elevators were first introduced to the world. Their value was accepted here without hesitation. In 1857 he introduced the first passenger elevator—for E. V. Haughwout's five-story store at Broadway and Broome Streets. By 1870 nearly all the hotels and many stores—like Lord & Taylor, which had large, elaborate ones with benches—had elevators.

The new Astor Library opened its doors to the public in 1854. In his will, John Jacob Astor gave $400,000. to provide an elegant three-floor building on Lafayette Street which housed 90,000 volumes when it opened. This was the first predecessor of the vast New York Public Library system which in a little more than a century has grown to 6,000,000 volumes in 80 branches and the famous central building at Fifth Avenue and 42d Street.

. . . THUS, during the century—1755 to 1855 New York City was well on its way to becoming a metropolis. It had expanded up Manhattan Island as far as 42d Street and its population was 629,800.



FROM 1855 to 1890, while Castle Garden served as an immigrant station, the forebears of one third of our country's present population, it has been estimated, entered our land through this small, converted fortress. During these years almost 7,000,000 aliens entered here.

In August, 1858, the first trans-Atlantic message sent by the newly-laid Atlantic Ocean cable, was received in New York City. In 1860 Customs reports showed that over half of the nation's export trade was via New York, and 70% of the total imports flowed through our harbor. Despite the geographical redistribution of peoples and the relocation of industry throughout the nation during the century that has passed, New York City has been able to maintain its decisive leadership as the nation's largest port and handler of foreign trade.

The Civil War found New York City divided. Although the Union cause was strongly supported, thousands backed Mayor Wood's recommendation to the Common Council that New York secede and declare itself a Free Port. In 1863 a mysteriously well organized and executed rebellion in the form of lawless rioting and pillaging broke out. A mob of 20,000 engaged the police, reserve regiments and others in the Draft Riot's bloody battle that ended three days later with over 1,200 dead.

In 1864, a group of eight young Confederate Army officers, who called themselves the "Confederate Army of Manhattan," infiltrated the City. They conspired to "take" it on Election Night with the aid of anti-Union sympathizers. Their careful and elaborate planning did enable them to set fire, almost simultaneously, to about 20 hotels.

Union Army counter-intelligence, aware of the plot, had troops rushed to strategic points in the City and the plan was thwarted though the conspirators escaped.

In 1865 our paid Fire Department was organized, bringing to a close the colorful Volunteer Fire Department's service of over a century and a quarter.

In 1869 New York was introduced to a new mode of living . . . the "French flat," it was called, though those who first rented them preferred the word "apartment." They were an immediate success—especially with the younger married people—and today there are 141,943 apartment buildings in the five boroughs, housing over 1,775,000 families. The first apartment building, "The Stuyvesant," is still in use at 142 East 18th Street.

New York's famous financial "Black Friday" occurred on September 24, 1869, the result of an attempt to control the gold market by two famous securities speculators, Jay Gould and Jim Fisk. In the panic that followed, Fisk took refuge by barricading himself for several days behind the doors of his newly-built Grand Opera House, now the RKO-23d Street Theatre, at Eighth Avenue.

The first of New York's four elevated railroads opened in 1870—the Ninth Avenue Line. The others were the Sixth Avenue Line, the Second Avenue Line, and the Third Avenue Line, which was the last to close—in 1955. All used

Broadway near Spring Street in the winter of 857. Long, heavy sleds provide open-air omnibus service during the cold months. The very atmosphere is not only charged with xcitement and bustling activity but with hundreds of sleigh bells ringing merrily up and down the streets—as can be seen from those around the omnibus horses.

Walt Whitman's "mast-hemmed Manhattan" is no better shown than here on South Street about 1880, when the bow-sprits of hundreds of sleek clipper ships still tied up along the lower East River and the clatter of iron-wheeled drays on the cobbled street was deafening. In the background is the tower of Brooklyn Bridge, still under construction at this date.

small steam locomotives to pull the cars until the end of the 19th century when the lines were electrified.

The Metropolitan Museum of Art was established in 1870, and moved into its present home, built for it by the City of New York, in 1880. In 1871 the first Grand Central Terminal of the New York Central Railroad was opened on the site of today's world-famous structure, which was completed in 1913.

New York City's commercial telephone exchange opened in the fall of 1878, with a single page 'phone "directory" listing 271 names. No 'phone numbers were listed; you merely asked the male operator for your parties by their names. The 1955 directory for Manhattan alone now lists 776,500 names on 1,823 pages and includes over 1,635,000 telephone sets . . . the world's greatest concentration. The entire City has nearly 4,000,000 'phones—more than all the telephones in Central and South America—and 9,270,650 telephone books.

In 1881 on Pearl Street near Wall, Thomas Edison built the first practical electric power station which fed current to some 60 nearby business firms.

The decade 1880-1890 heralded our greatest immigration —over 5,000,000 persons entered our country.

About 1880 higher speed elevators were perfected, and the ones ordered in 1883 for the Produce Exchange at 2 Broadway are still in use exactly as installed. Electric motors for hoisting elevators were introduced in 1889, rapidly replacing the steam engines that were used before them.

The development of the elevator for high rise made feasible the construction of tall buildings or "skyscrapers." Within ten years architects had found ways to "hang" exterior masonry on a steel skeletal framework. This did away with the necessity of having ponderous foundation walls. Then began the era of amazing vertical building that reached a high point in New York City during the '20's and '30's when well over two dozen "skyscrapers," each between 500 to 1,250 feet high, were completed.

In 1883 two notable openings stirred New Yorkers to a high pitch of excitement. Climaxed by a brilliant fireworks display from its massive granite towers that night, Brooklyn Bridge was dedicated on May 24. President Arthur, his Cabinet, the Governor of New York, and the Mayors of New York City and Brooklyn headed ceremonies held at the Brooklyn entrance to the bridge.

The Bowery at night, bout 1895. At the turn the century the Bowery still a popular shopping section. Below Seventh reet, the Third Avenue Elevated ran on either de of the street. During he 90's, street cars were verted from horsepower to electricity, but until out 1900 trains on all he "el" lines were drawn mall steam locomotives.

Brooklyn Bridge, May 24, 1883—the night of its opening. The sky was filled with rockets, fireworks, and flares while on the East River there was a great confusion of watercraft—all heralding the completion of the greatest engineering feat of its kind in history.

Thirteen years in building, its 1,600-foot suspension span was our first across the East River and not only dominated New York's skyline for many years, but was such an engineering feat that it was long considered the Eighth Wonder of the World. John A. Roebling, who had devised a way to weave wire rope or cable, designed it and supervised its construction until his death. His son, Washington, completed the project. Iron for the bridge was supplied by Egleston Bros. & Co., of Long Island City—a firm founded in 1829 and still in business.

The other important opening was that of the Metropolitan Opera House. Irked because they were not permitted to buy socially prominent boxes at the Academy of Music on 14th Street (where the Con Edison tower now stands), a group of new millionaires built their own opera house. With three tiers of horseshoe boxes and to a packed house whose total wealth was estimated at half a billion dollars by prevailing values, the "Met," as it is now affectionately known, had its gala opening in the autumn of 1883.

The thrill of the roller coaster was first known in 1884 at Coney Island . . . the invention of an Indiana Sunday School teacher.

That ingenious device, the carfloat (a scow with railroad tracks on it), was first put into use in New York harbor in 1886. Today over a thousand of them—many capable of holding 24 loaded freight cars—transport over 1,000,000 cars annually from mainland railroad terminals to Manhattan and around the harbor, since only five of the twelve railroads that serve the port actually come into New York City, the others stopping at the Jersey shore. More uniquely, carfloats enable each railroad to meet every ship anywhere in the harbor to carry on the interchange of ocean and inland waterways cargo, for 70% of the land freight to or from the port is handled by rail.

A gift from the people of France, in 1886 Bartholdi's 152-foot high, 225-ton Statue of Liberty was unveiled before a million onlookers. It is fabricated of copper sheeting as thick as a silver dollar and is fastened to a steel framework which was designed for it by Gustav Eiffel, the man who later made the famous tower in Paris bearing his name.

The first public showing of Thomas Edison's new invention, the Kinetoscope, predecessor of the motion picture, was held in 1894 at 1155 Broadway.

Earlier (1874), part of the Bronx had been annexed to the City of New York. In 1895 the remainder was annexed. On January 1, 1898, the City of Brooklyn (and Kings County), the sections of Queens County now in New York City (the remainder of that county to the Suffolk County boundary became a new county—Nassau), and Staten Island (Richmond County), joined Manhattan and the Bronx to become "Greater New York City." Then, as the New York Tribune for January 1, 1898, read, "The sun rose this morning upon the greatest experiment in municipal government that the world has ever known." At local and state levels there had been much haggling, with formidable groups formed for the merger and against it. But after much delay, the merger was legally consumated.

1900—the advent of not only a new century but the end of the "teen" centuries and the beginning of the twentieth century—was celebrated in New York City by tremendous crowds and much revelry on New Year's Eve.

1900 marked ground-breaking ceremonies in front of City Hall for the beginning of our long, complex subway system. It also inaugurated the practical, moving stair . . . 65 feet long to the old Third Avenue "El" station at 59th Street, which did herculean duty for 55 years until the El itself was discontinued and dismantled in 1955.

Fifth Avenue at the turn of the century, looking south from 34th Street. Then still the avenue of homes, it was obviously as bustling as today.

The first subway was opened in October, 1904, and ran from City Hall up the East Side (Lexington Ave.) to 42d Street, then crosstown (on the tracks now used by the Times Square Shuttle) to Longacre Square, which was then renamed Times Square, and up the West Side (Broadway-7th Ave.) to 145th Street.

Controlled traffic at street intersections did not occur until 1904 when it was put into effect . . . with much grumbling mainly from those who were supposed most to benefit—the drivers.

New York City traffic for at least a century before 1904 was as congested as it is today, and much more disorganized. People's diaries show entries that they frequently had to wait half an hour to be able to dart across the street during a brief lull in the traffic. With few traffic rules, the feeling of "Watch out, there; I'm first!!", and much racing between drivers, traffic accidents were high. Yet bridge overpasses built at the busiest corners were seldom used by pedestrians and soon removed.

Late in 1903 the second bridge across the East River, the Williamsburg Bridge, was completed; in March of 1909 the Queensborough cantilever Bridge was opened, and the last of the East River bridges, the Manhattan Bridge, was put into service the last day of 1909. An additional 15 bridges span the Harlem River, making a total of 22 bridges that today link Manhattan with the other boroughs and the mainland.

The first transportation tunnel under deepwater was on the IRT subway line which burrowed below the East River between lower Manhattan and Brooklyn. It's been heavily used since it opened on January 9, 1908. The first tunnel linking Manhattan to the mainland—also on the IRT—was under the Harlem River to the Bronx, and opened in 1905. The first tunnel under the Hudson River was put into service by the Hudson & Manhattan Railroad Co. on February 26, 1908, after many years of delays. Begun in 1874 by a French firm but later abandoned when it flooded, work was resumed in 1904 and carried to a successful conclusion through the efforts of William Gibbs McAdoo.

In 1910 our Fire Department began the changeover to motorized equipment. The same year Pennsylvania Station, with its tunnels under the Hudson and East Rivers, were all completed and put into service. The railroad bridge across Hell Gate, linking New England with New York City via Penn Station and the south, opened in 1917.

On October 20, 1920, ground was broken for the first of our four vehicular tunnels, the Holland Tunnel—named after Clifford M. Holland the Chief Engineeer under whose direction the tunnel was built. It connects Manhattan with Jersey City, and was dedicated late in 1927. In 1954 it handled 20,000,000 vehicles, while nearby Lincoln Tunnel handled 21,000,000.

The tunnels that followed the Holland Tunnel are the Lincoln Tunnel (named for President Lincoln) under the Hudson River to Weehawken, New Jersey, which was begun in mid-1934. The south tube opened in 1937, the north tube in 1945, and a third tube, started in 1952, is expected to be ready for traffic in 1957. Directly across Manhattan from the Lincoln Tunnel is the Queens-Midtown Tunnel under the East River. It was begun in 1936 and opened in 1940.

The Brooklyn-Battery Tunnel, our latest, was begun in

1940 and was finished in May, 1950. It is the world's longest under water tunnel—9,117 feet—and the longest vehicular tunnel in the United States.

Of our major bridges, the George Washington Bridge to New Jersey was begun in the autumn of 1927 and at the time of opening in 1931, it's 3,500-foot suspension span was the world's longest. Today it is the City's heaviest traffic carrier—in 1954 over 33,000,000 vehicles used its eight lanes.

Soaring gracefully 150 feet above Kill van Kull, Bayonne Bridge, between Port Richmond, Staten Island, and Bayonne, New Jersey, opened in 1931. It is the world's longest steel arch span—a 1,675-foot crescent-shaped silvery outline that is visible for miles on clear days. The two other Staten Island bridges are both large 4-lane cantilever ones: The General George W. Goethals Bridge and the Outerbridge Crossing (named after Eugenius H. Outerbridge, first Chairman of the Port of New York Authority. Both link Staten Island with New Jersey and both were dedicated the same day in June, 1927.

All four of these inter-state bridges were built under the direction of O. H. Ammann, Chief Engineer of the Port of New York Authority.

The Port of New York Authority was established in 1921 by the legislature of the states of New York and New Jersey. The Authority is charged with the responsibility of planning, developing and operating self-supporting terminal and transportation facilities in the bi-state port district, as well as protecting and promoting commerce of the port. It has jurisdiction over the large inter-state transportation facilities, including the airports, which feed New York City.

The nation's first commercial radio program was begun in New York City on August 28, 1922 over WEAF, now WRCA. The sponsor—the world's first purchaser of time on the air—was the Queensboro Corp., developers of the community of Jackson Heights. They bought several short programs in which famous American authors were discussed as their new apartment houses were named after American authors.

Can you imagine Broadway or the main street of any city or town in the United States without its variety of neon signs? Neon lights have only been in existence since 1923 when inventor Georges Claude perfected the neon tube and installed the first neon sign on a Times Square marquee.

The world premiere of "talkie" motion picture films was

made by Lee de Forest at the Rivoli Theatre in April, 1923. The first full-length movie with spoken dialogue (though only partially "talkie") was demonstrated in New York City beginning October 6, 1927 by Warner Brothers at their Warner Theatre. The film was Al Jolson in "The Jazz Singer." The first full-length, completely talking movie, "The Lights of New York," followed next year.

The radio station which in our country has won the most awards and citations for broadcasting for the benefit of the public began operation in July, 1924: New York City's own municipally owned and operated station, WNYC—AM and FM.

Coast-to-coast radio network broadcasting originated here over NBC in 1926.

In May, 1929, construction was begun on the elevated express highway which runs along the Hudson River waterfront from Rector Street to 72nd Street. Officially the Julius Miller Highway (after the Manhattan Borough President whose efforts brought it to a realization), it is popularly known as the West Side Express Highway, and was completed in 1948. In mid-1935 work was begun on a similar elevated highway on the East Side from the Battery to 125th Street. Formerly the East River Drive, it was renamed the Franklin D. Roosevelt Drive in 1945, two years after its completion.

Construction was begun in 1930 on the world's tallest building, the 102-floors high Empire State Building. Architect William F. Lamb designed 15 proposed structures before "plan K" was accepted as ideal. It was opened for occupancy less than 14 months after construction was started, and was completely finished two months after that. Anchored to bedrock only 55 feet below the sidewalk at Fifth Avenue and 34th Street, its 365,000 ton weight soars 1,472-feet—over a quarter of a mile—above Manhattan.

In 1933 the Triborough Bridge and Tunnel Authority was established by the State of New York. It is charged with the responsibility of planning, developing and operating self-supporting toll transportation facilities within the City of New York. Also under its jurisdiction is the new Coliseum on Columbus Circle.

Recently-built bridges linking Manhattan, the nerve center of New York City, with the other boroughs are the great Triborough Bridge group which opened in 1936; the Henry Hudson Bridge, a double-decked arch span to the Bronx which opened in 1936; and the Bronx-Whitestone Bridge which was completed in 1939. The Triborough Bridge and Tunnel Authority administers them all as well as the Queens-Midtown and Brooklyn-Battery tunnels.

The City acquired Floyd Bennett Field in 1931, our first municipal airport. It was sold to the Navy in 1941. Municipal Airport (LaGuardia Field) covers 550 acres and was opened in 1939. It is one of the world's busiest airports. In 1955 it served nearly 5,350,000 passengers. The great bulk of LaGuardia's traffic is now domestic. New York International Airport (Idlewild) was put into service in July of 1948, and handles foreign and overseas flights literally to the ends of the earth—which in 1955 amounted to 3,670,000 passengers. Twenty-eight airlines, of which 17 go overseas, land at Idlewild's 5,070 acres of ground—an area equal to all of Manhattan from the Battery to 42nd Street—the largest commercial airport in the world.

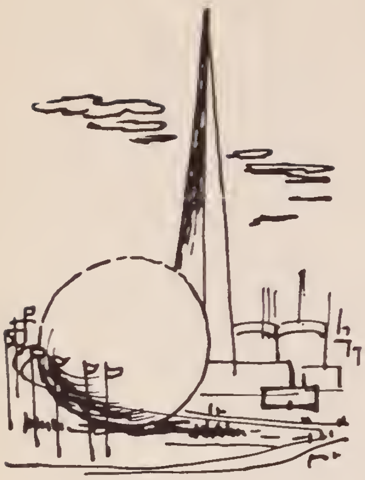
Effective January 1, 1938, the City of New York began operating under a new Charter, generally known as the New York City Charter. Many substantial advantages and improvements based on the recommendations of a commission of specialists were incorporated in it.

In 1939 and again in 1940, the last and finest of the spaciously laid out and great fairs with vast exhibits housed in striking buildings was held where Flushing Meadow Park now is located. The New York World's Fair, covering 1,216 acres, was the first great exhibition of industrial and household items of all kinds from all over the world, designed in what we now call the "contemporary style." The lofty Trylon and immense Perisphere, the theme objects of the fair, were visible in Manhattan, six miles away.

On December 14, 1946, after heavy, world-wide competition, the United Nations selected the City of New York as its permanent headquarters. Ground was broken in Sep-

New York of tomorrow is rising today. Part of the new look on Park Avenue by architect Mies van der Rohe, who has fronted a sheer 38-floor wall with a spacious half acre plaza facing Park Avenue. The building, sheathed in bronze and glass, is to be known as the 375 Park Avenue Building and is being built by The House of Seagram.

tember, 1948, and the tall, slender, glass-walled Secretariat Building was officially opened in January, 1951. The General Assembly Building, with its great, impressive Hall in which the problems of the world are aired, was completed in 1952.



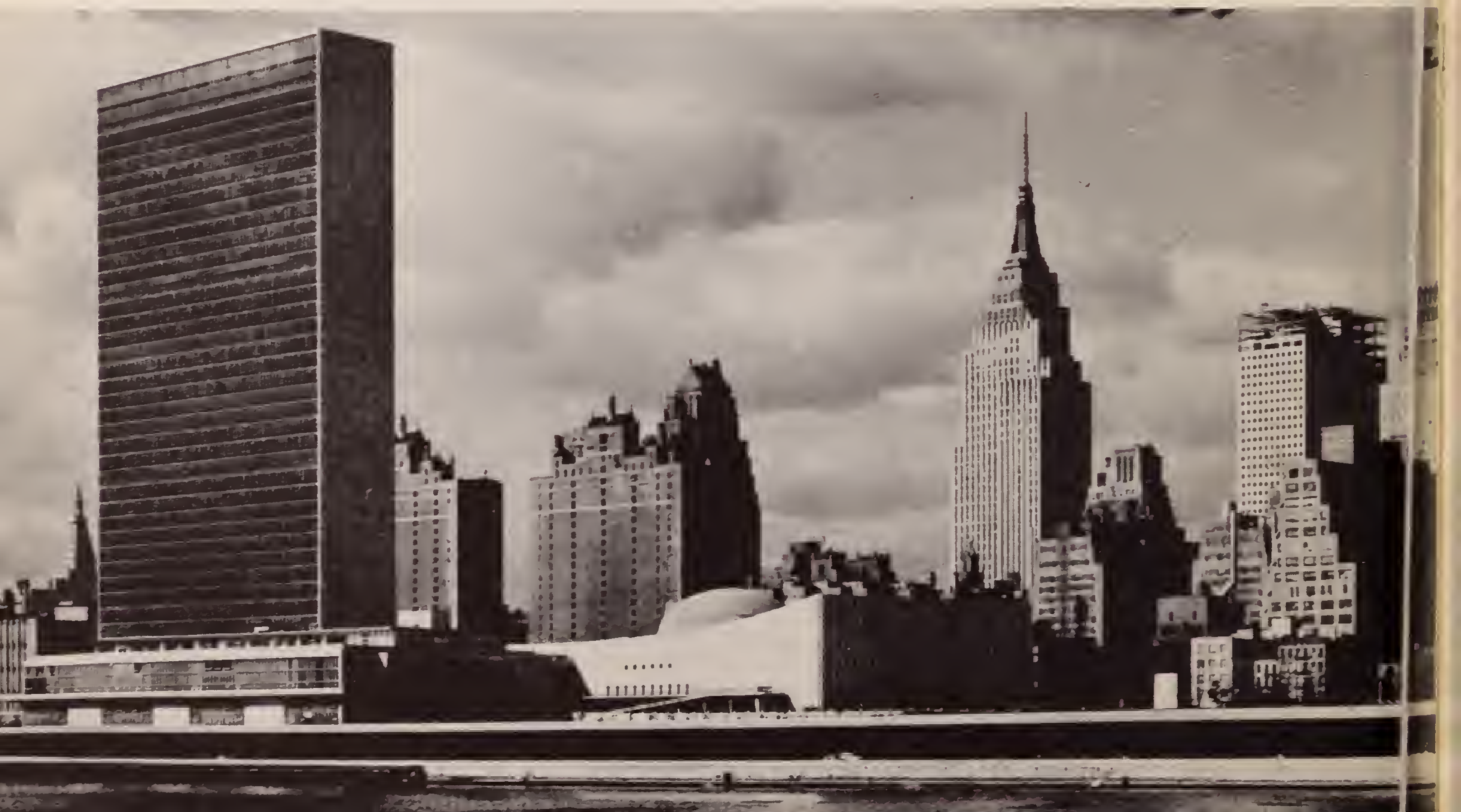
Effective July 1, 1948, New York City made its first increase in the traditional nickel subway fare which had prevailed since the opening of the underground system in 1904.

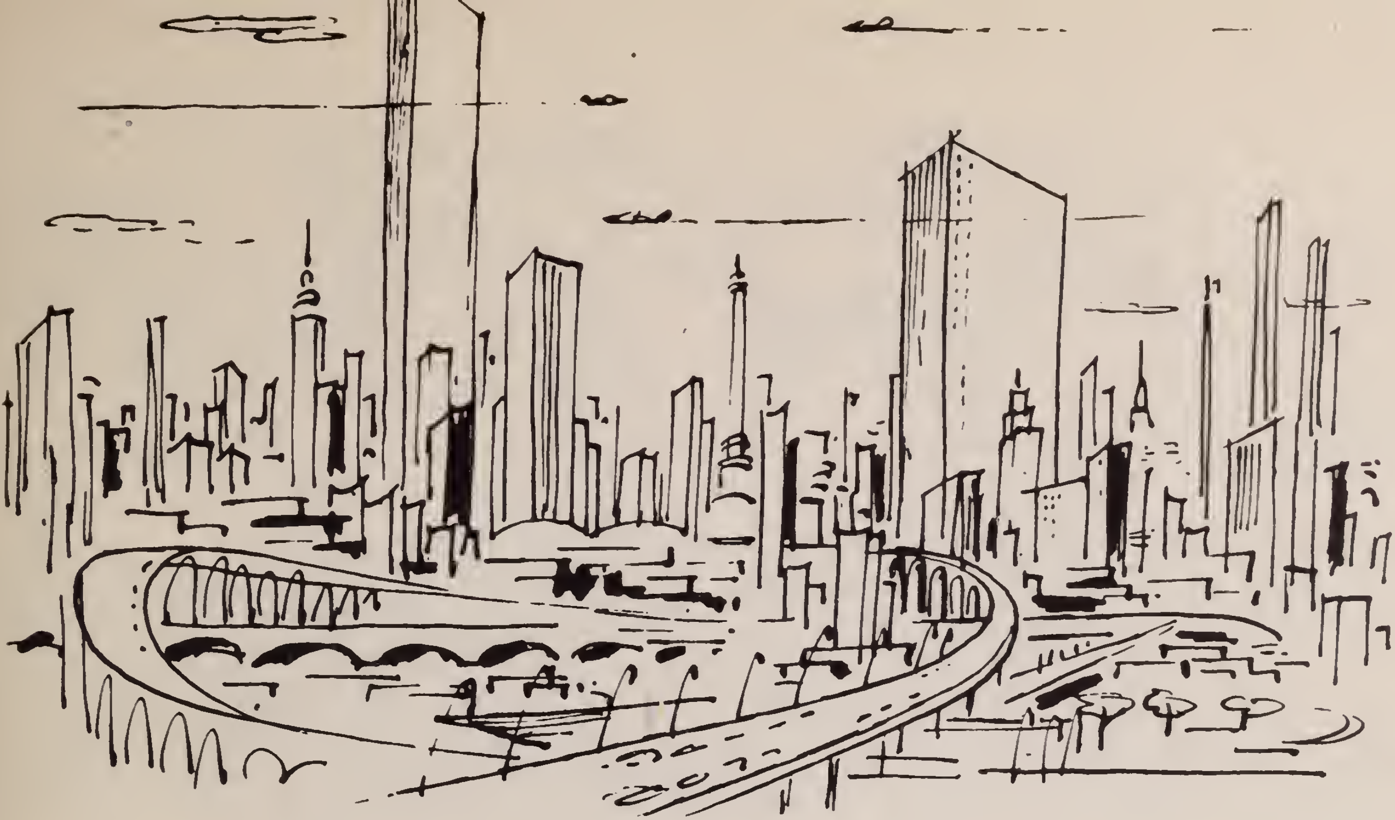
Still the longest ride in the world for the price—now 15 cents—ten of the 34 subway routes are more than 20 miles long, the longest being 26 miles. By changing trains at free transfer points, for a single fare one can ride nearly 90 miles without retracing any of the trip.

The five-mile ferry ride to Staten Island remains a nickel. With a fleet of large, modern boats, the City's Department of Marine and Aviation maintains frequent around-the-clock service which is used by over 60,000 persons on weekdays.

Coupled with the opportunity to enjoy salt air and sea spray, the sight of endless water traffic on the Upper Bay, the view of the Statue of Liberty, clothed with dignity and majesty, her torch brilliantly lit at night, and the unparalleled skyline of lower Manhattan . . . truly this five-cent ferry ride is the greatest travel bargain in the world—and all within New York City!

Headquarters of the United Nations rises on land once slums and an abbatoir. Landscaped grounds along the East River now surround the striking Secretariat Building and the Great General Assembly Hall.



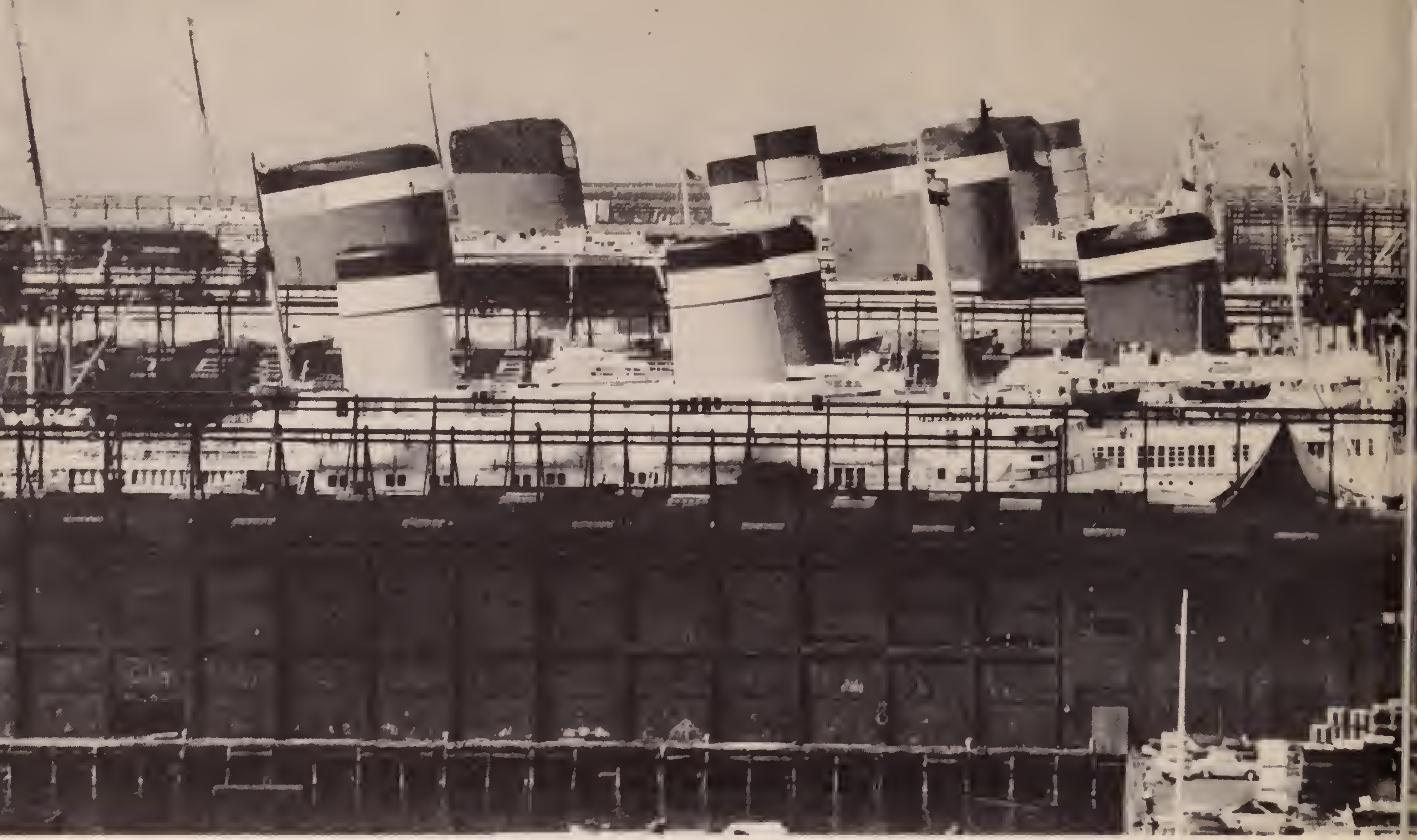


Challenging the wildest dreams of its founders and early administrators, 1956 finds New York City the wealthiest city of modern civilization. The five boroughs which make up this metropolis contain about 320 square miles of real estate assessed at over $29,600,000,000. Six thousand miles of paved streets divide the City into 36,000 blocks. Over 31% of the land is residential in use, while 14% is occupied by business, industrial, railroad and airport properties. Ground used by public and private institutions, cemeteries and the City's parks and playgrounds amounts to over 28%, the remaining 27% is vacant land.

The 8,010,000 residents of New York City speak over 75 languages. Over 1,775,000 families live in 141,943 apartment buildings, while about 684,000 families live in private homes. Latest figures indicate there are about 800,000 buildings of all descriptions in the City.

The highest land elevation above sea level in the City is at Todt Hill, Staten Island. It rises 409.8 feet, and is the highest coastal point between Maine and Florida. Manhattan's highest point is at 184th Street and Fort Washington Avenue, an elevation of 260 feet. The lowest point where people travel, equal to 10 stories beneath the ground, is 113.12 feet below sea level on the BMT subway's 60th Street-Astoria Line tunnel under the East River.

Though it occupies but 6/100,000ths of the earth's land surface, yet this fabulous City is at once the world's greatest consumer market, center of banking, finance, insurance, higher education, cultural activities, entertainment, fashion,



These proud funnels usually congregate in New York City each fall when American tourists flock back from Europe at the end of vacation-time. In this group, front to back, are the stacks of the "Independence," "America," "United States," "Liberte," "Queen Mary" and "Mauretania," all notable carriers across the sea.

advertising, publishing, manufacturing, food center, wholesale center, medical science center, and the biggest and busiest airport and seaport.

The leader in handling our country's enormous foreign trade, New York's unparalleled natural harbor is bigger than the world's next six largest harbors put together. Its waterfront can berth 400 ocean ships at one time at almost 700 deepwater piers, wharves and bulkheads. There are an additional 400 such facilities for shallow draft harbor and inland waterways craft.

Some of the deepwater piers jut a fifth of a mile long into the Hudson River—a necessity since five of the many ocean liners that dock here regularly are almost that long.

On an average, every 22 minutes throughout the year a ship enters or leaves the Port of New York. In 1954 the Port of New York handled $8,000,000,000. worth of foreign trade—nearly half the nation's total.

Operating unceasingly, nearly 500 powerful tugs move ocean ships as well as 5,000 harbor craft—barges, lighters, carfloats, floating grain elevators, floating derricks that can lift up to 250 tons, etc.—about the 320-mile New York City side of the 579-mile New York Harbor.

Rail and truck traffic accounts for 30% of the City's flow of freight.

Of the 12 railroads that come to this great port, the five lines that have freight yards within the City have a total yard capacity of over 17,000 cars . . . enough to make up a single train reaching from New York City to Albany, 150 miles away. With few exceptions, the daily constant flow of cars that fill the many yards within the City are unloaded and/or loaded and again sent on their way within 48 hours.

Truck traffic into the City has been recently measured at over 25,000 vehicles on weekdays.

New York City has retained its early-won title as the biggest and busiest manufacturing city in the world, despite recent geographical changes in population and industrial expansion. The City presently has over 40,000 firms engaged in 326 different kinds of industry. To supply the demand for their products, these establishments employ more than 1,000,000 workers—a number almost equal to the total employment in the nation's second most industrialized state.

These two columns present about half of he 70 foreign language ewspapers published in New York City. Total readership is over 000,000. Many of these papers have been ublished over 50 years, one for 120 years.

New York City's second largest industry, printing and publishing (clothing and apparel is first), employs 120,000 persons. Here 45% of the nation's book publishers produce not less than 75% of all books published in the country. Fifty of the 80 national magazines with a circulation of more than 500,000 are put out here. The City's foreign language press comprises 240 publications—one quarter of the nation's total. These are enduring monuments to the brains and ingenuity of New Yorkers.

Over 150 daily, weekly or semi-weekly general news publications carry New York datelines. More than 70 of them are in foreign languages and are read by 2,000,000 of our citizens. Some two dozen additional publications are specialized dailies such as the "Journal of Commerce," the nation's oldest business paper (founded in 1827), and "Women's Wear Daily." Honors for the newspaper with the largest circulation in the United States go to the youngest of the City's seven big dailies—"The Daily News." Founded in 1921, it now has a daily circulation of 2,500,000.

An estimated 200,000 visitors come to New York City every day and patronize its 525 hotels, its 21,400 restaurants and night clubs, and its great retail stores.

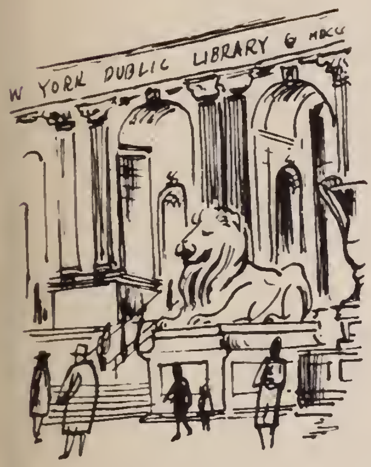
For the benefit of native New Yorkers and for the pleasure and entertainment of our visitors, the Parks Department maintains 40 types of summer and winter recreational facilities—from archery ranges to zoos. There are eight beaches with a total of 17 miles of saltwater surf. Parks Department land totals 27,144 acres—well over 10% of New York City's total area, and far above the nation's average for city parks acreage.

The educational aspect of New York City is staggering for it is the world's largest. The oldest remaining elementary schoolhouse in America is the little Voorleezer's (schoolmaster's) house on Staten Island, now a museum. Built before 1690, school was held downstairs and the teacher lived above.

From it we have grown to a public school system with over 700 schools. About 900,000 pupils are taught by almost 50,000 teachers and supervisors—an operation costing $250,000,000. annually. An additional 300,000 students attend parochial and private schools in various parts of the City.

The school system includes 54 day high schools, augmented by 32 day vocational high schools, unique among which is the S.S. "John W. Brown," an ocean freighter anchored at pier 73, East River, near 25th Street, aboard which boys are trained for the merchant marine.

Too, the public school system has evening elementary and high school courses in each borough for adults who desire to obtain the education they missed in their youth.



The Board of Higher Education of the City operates four free colleges, the total enrollment of which is over 70,000. Add to this Columbia University's 28,000 students (with the largest foreign enrollment in the country); New York University's 68,000; Fordham University's 10,000 (it's the largest Roman Catholic university in the world); all other institutions 58,500, to total more than 233,000 people receiving higher education in New York City. One fifth of all those taking post-graduate work in the United States do so here.

These educational facilities are greatly aided by a vast collection of over 25,000,000 books available to the public in libraries in New York City. The New York Public Library system alone has 6,000,000 books. The Brooklyn Public Library system has nearly 2,000,000 volumes and the Queens Public Library system almost 1,225,000. Many specialized and semi-private libraries such as the J. P. Morgan Library which has a fabulous collection of rare and early books, illuminated manuscripts from all over the world and other incunabula, plus the varied libraries within colleges here make up the balance of this immense storehouse of knowledge.

The business of running the City of New York is the biggest government operation in the country except the Federal Government.

In the five boroughs the City has 61 public buildings, exclusive of schools, fire and police stations, libraries and hospitals, with a total floor space one-third greater than that of all the Rockefeller Center buildings. The Department of Public Works operates and maintains these City buildings as well as sewage disposal plants and 63 bridges of nine types of construction, including the Brooklyn, Manhattan, Williamsburg and Queensborough bridges which span the East River.

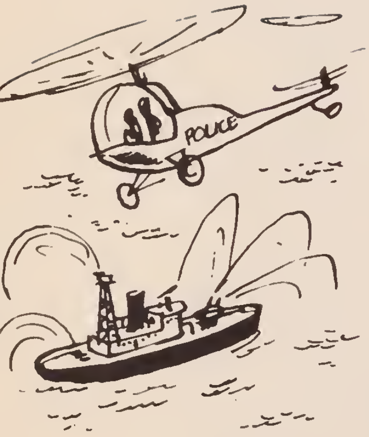
Among Public Works' varied functions is the architectural-engineering division. Since 1947, this office with over 600 highly trained personnel, has designed and supervised the construction of city-owned hospitals, libraries, law courts, health and welfare centers, bridges, incinerators, and scores of other structures, even including the City's newest fireboat—projects totaling some $385,000,000.

Although the Department of Purchase does not buy everything the City uses, the purchases it does make for other City agencies amounts to over $80,000,000 annually. Too, it maintains a testing laboratory in which it tests every item it buys before purchase and upon delivery.

This Department buys 2,000 tons of food weekly, including a fresh bread order of over 230 tons—enough bread to fill five boxcars and operates its own coffee roasting plant in which it processes nearly 1,000,000 pounds each year for use in City institutions and hospitals. It even compounds certain medicines and mixes 120,000 gallons of paint and enamels annually.

The City's official "housekeeper" is the Department of Sanitation, with 13,000 employees. This Department operates around the clock, day in and out, using 3,600 different pieces of equipment, including a 250-man Sanitation "Navy," to collect each year over 4,000,000 tons of refuse, garbage and litter.

For the medical care not only of our own citizens but for people from all over the world who come to New York "for a checkup" or for special treatment or where the most delicate of surgical operations can be performed, 51,265 beds are available in all New York City's hospitals—City-owned and operated and non-City-owned. State mental and veteran's hospitals within the City have an additional 20,158 bed capacity. Kings County Medical Center in Brooklyn, the largest hospital in the City, has 3,163 beds. New York City is now completing a $200,000,000. hospital construction program.



Protecting New York City against fire, damages of all kinds, and the ravages of crime, are two highly specialized departments, each of which has its own training college. The Police Department, 23,000 strong, operates on land, water, and with five helicopters, in the air. The Fire Department, 11,500 strong, uses 720 pieces of modern automotive fire fighting equipment. Nine powerful fireboats, one of which can pump 20,000 gallons per minute, make up the Department's Marine Division to combat pier and harbor fires.

Planner, designer, architect, engineer and construction agent, the Board of Water Supply has, within the past fifty years, provided us with a fresh water supply so ample that the City's anticipated needs are now assured until the year 2000.

The engineering construction of this immense gravity-flow system is one of the greatest wonders of our world.

Twenty-eight reservoirs and impounding lakes feed a labyrinth of 5,500 miles of aqueducts and tunnels, of mains and pipes to the consumer. The deepest tunnel is 1,551 feet underground (Empire State Building is 1,472 feet high), the largest tunnel is 21 feet in diameter. Together the system gives us a daily flood of almost 2,000,000,000 gallons of cool, clear, mountain water so pure in quality that it has been used in place of distilled water.

On weekdays, more than 4,500,000 people use our subway system which consists of 241 route miles dotted by 483 stations and employs 43,000 persons. Over 5,000 buses operate within the City to carry an additional 3,135,000 persons on weekdays, while 35,000 cab drivers operate 11,000 taxis to drive almost 750,000 fares around town each day . . . a total (after adding 60,000 passengers on the Staten Island ferries) of over 8,445,000 persons using public transportation vehicles within the City daily.

Commuters from outside the City, working mostly in lower or mid-Manhattan, arrive daily by train and bus, 600,000 strong. Each morning and evening, the bulk of these commuters pass through Gotham's three largest terminals —Grand Central, Penn Station, and the new Port of New York Authority Bus Terminal on Eighth Avenue at 41st Street.

A development peculiar to our City is the tall building or "skyscraper." They were first built here and at the turn of the century. A famous early one still standing is the Woolworth Building at 233 Broadway—between St. Paul's Chapel and City Hall. Built in 1913, it rises 60 floors above the street. Even today only five skyscrapers are higher though there are about 100 buildings in the City which rise 30 or more floors high.

In the past 10 years over 60 office buildings have been built or are under construction here. They total as much floors space as would be contained in three Pentagons. Several of these new buildings are of the "skyscraper" type; most of them are completely airconditioned.

Several outstanding skyscrapers which have made Manhattan's profile such a celebrated sight include:

	feet	*floors*
Empire State Building (1)	1,472	102
Chrysler Building	1,045	77
Sixty Wall Tower (2)	950	66
Bank of the Manhattan Co. Building	925	72
RCA Building (3)	850	70
Woolworth Building	792	60
500 Fifth Avenue Building	700	59
Chanin Building	680	53
Waldorf-Astoria Hotel (4)	630	47
Socony-Mobil Building (5)	557	42
United Nations Secretariat Building	289	39
Riverside Church tower (6)	392	22

1) 25,000 people work in the Empire State Building; twice that many visit it daily.
2) Also known as the Cities Service Building.
3) A group of 15 buildings constitutes Rockefeller Center, in which 34,000 people work and where 125,000 more call or visit daily.
4) Contains 2,200 rooms, built in 1931 at a cost of over $40,000,000.
5) Finished in 1956, it is the world's largest airconditioned commercial building.
6) Located atop an elevation of 130 feet above sea level overlooking the Hudson River.

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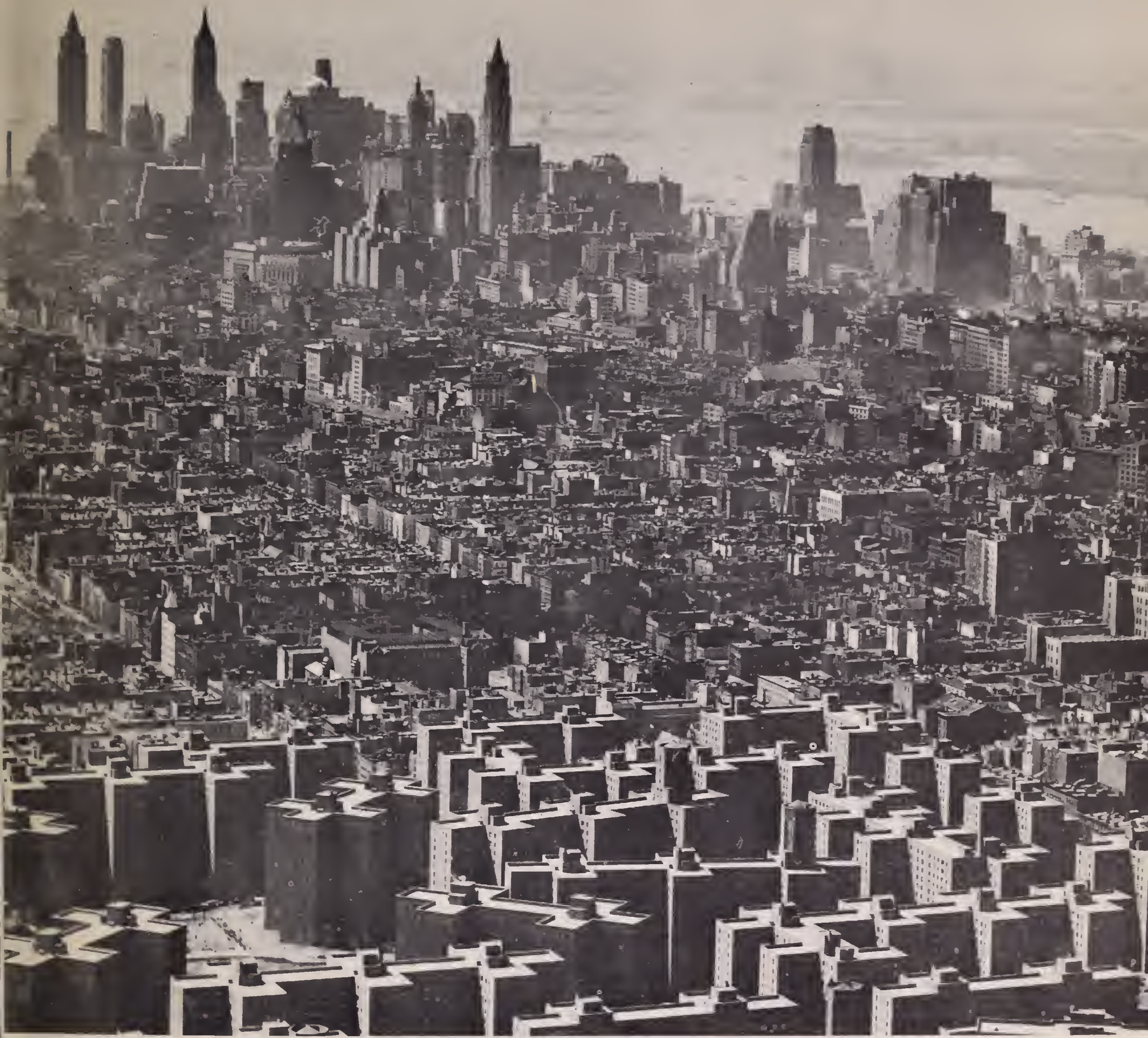
AVERY CLASSICS



Staggering the most visionary of the City's founding fathers, Gotham has assumed a shape, appearance and magnitude beyond the conception of earlier New Yorkers. What was a wooded virgin wilderness at the time of Peter Minuit is now a forest of steel and masonry—the area shown the home or workplace of about 2,000,000 people.

This aerial photograph of Manhattan below 14th Street looking toward the financial district, shows one of the large, modern housing projects in the foreground. Behind it nestles hundreds of older brownstones and small apartments. To the right is a retail area, also factory buildings. Beyond are the towers of lower Manhattan, housing businesses of national and international repute. And in the misty distance the Hudson River, New Jersey and the Upper Bay.

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Department of

COMMERCE AND PUBLIC EVENTS

the City of New York

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